

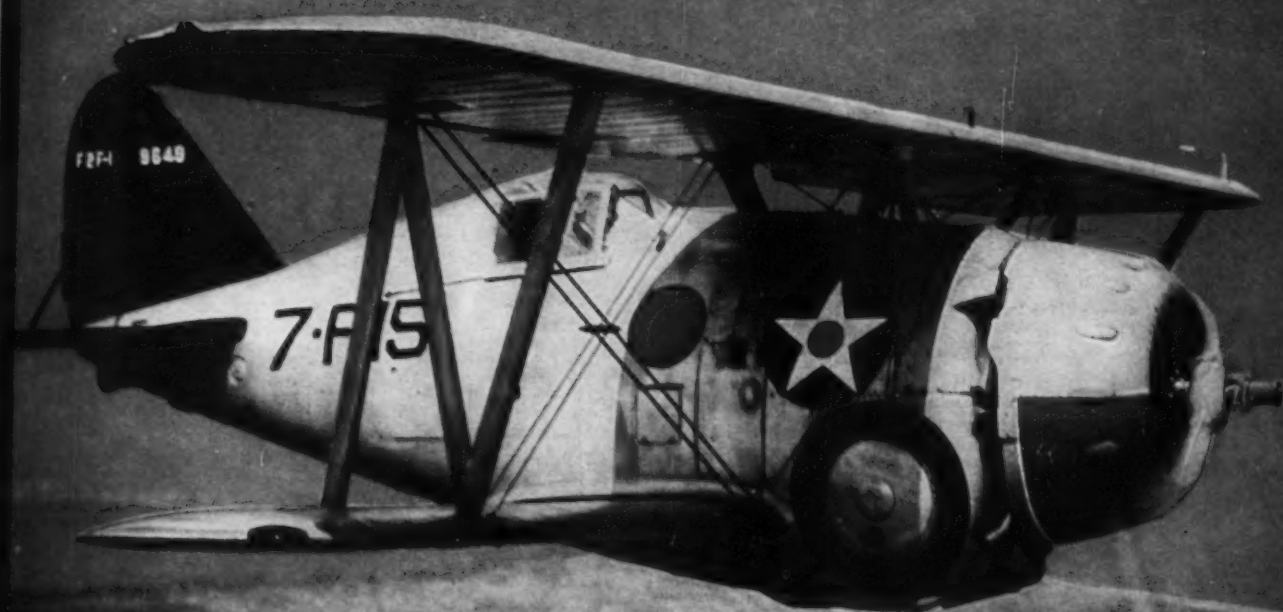
LEATHERNECK

MAGAZINE OF THE UNITED STATES MARINES

March, 1942

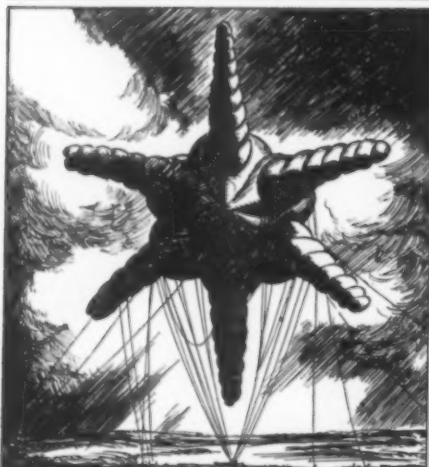
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*In this issue
America's Striking Power
Behind the Guns
Identifying Jap Planes*



WONDERS OF AMERICA

Aerial Octopus!



AMERICA'S STRATO-SENTINEL, WORLD'S MOST EFFICIENT WAR BALLOON...NOTE MOORING CABLES FOR INTERCEPTING ENEMY WAR PLANES



WHAT'S INSIDE THE BALLOON?

HELIUM GAS. THERE ARE HOLES IN THE FINS. AIR GOES IN OR OUT AS THE GAS EXPANDS OR CONTRACTS



THERE ARE 68,000 CUBIC FEET IN THAT 'FISH.' SHE'LL GO UP ALMOST 3 MILES

THERE OUGHT TO BE A BIG DIFFERENCE IN THE TEMPERATURE UP THERE

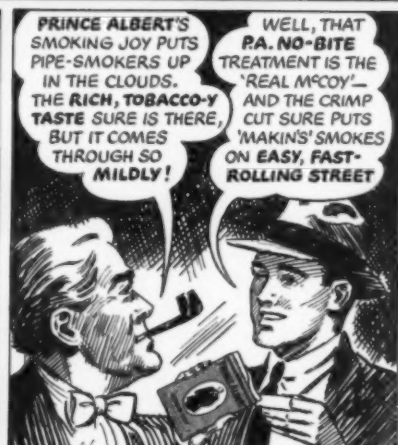
SOMETHING LIKE THE DIFFERENCE IT MAKES SMOKING PRINCE ALBERT

IN RECENT LABORATORY "SMOKING BOWL" TESTS, PRINCE ALBERT BURNED **86 DEGREES COOLER** THAN THE AVERAGE OF THE 30 OTHER OF THE LARGEST-SELLING BRANDS TESTED—*COOLEST OF ALL!*



THIS TYPE OF BARRAGE BALLOON IS FOR TOWING ALONG AFTER TRUCKS TO STAVE OFF DIVE-BOMBING AND GROUND STRAFING

WELL, RIGHT NOW I'M GOING TO STAVE OFF BITE AND TONGUE-SCORCHING WITH A LOAD OF THIS MELLOW PRINCE ALBERT



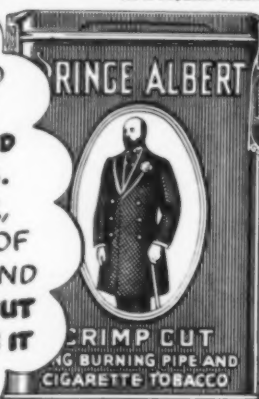
PRINCE ALBERT'S SMOKING JOY PUTS PIPE-SMOKERS UP IN THE CLOUDS. THE RICH, TOBACCO-Y TASTE SURE IS THERE, BUT IT COMES THROUGH SO MILDLY!

WELL, THAT P.A. NO-BITE TREATMENT IS THE 'REAL McCoy'—AND THE CRIMP CUT SURE PUTS 'MAKINS' SMOKES ON EASY, FAST-ROLLING STREET

R. J. Reynolds Tobacco Company, Winston-Salem, North Carolina



I DON'T NEED FIELD-GLASSES TO FIND A TOBACCO THAT'S REALLY MILD YET RICH-TASTING. HERE IT IS, SOLDIER, RIGHT IN THE CAN OF PRINCE ALBERT. AND THAT P.A. CRIMP CUT ROLLS AS GOOD AS IT SMOKES!



PRINCE ALBERT
THE NATIONAL JOY SMOKE

70 fine roll-your-own cigarettes in every handy can of Prince Albert

50 pipefuls of fragrant tobacco in every handy can of Prince Albert

The Leatherneck

MAGAZINE OF THE UNITED STATES MARINES

FEATURES

	Page
Marine Casualty List	4
America's Striking Power * F. O. Cooke	6
Bomber Command	22
Pacific Battle Stations	27
Behind the Guns	41
Identifying Jap Planes	45

DEPARTMENTS

GIST of the Month's News	33-40
Detachments	48
Across the Editor's Desk	62
Gazette	67

ON THE COVER



Perched topside is a Grumman fighter, one of the most rugged ships ever to see service in the Corps. Although outmoded and superseded by the Grumman "Wildcat," this ship is still in service in certain detachments and has long been associated with the Corps. The insignia at the bottom of the cover are left, Marine Scout Bombing Squadron (VMSB) 231; center, Marine Fighting Squadron (VMF) 111; right, Marine Fighting Squadron (VMF) 211, organized January 1, 1937. This squadron was at Wake Island and saw action against the Japs.

VOLUME XXV

NUMBER 3

MARCH 1942

The opinions of authors whose articles appear in THE LEATHERNECK do not necessarily express the attitude of the Navy Department or of Marine Corps Headquarters.

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MARINE CASUALTY LIST

MARINE CORPS PERSONNEL WHO WERE SERVING AT WAKE ISLAND AND ARE DEEMED LIKELY TO BE PRISONERS OF WAR

Majors
James Patrick Sinnot Paul Albert Putnam
Devereux Henry T. Elrod
George Hubbard Potter

Captains
Herbert C. Freuler Frank Cunningham
Bryghte David Tharin
Godbold Wesley McCoy Platt

First Lieutenants
Clarence Andrew William Wallis Lewis
Barninger John Franklin Kinney
Woodrow Milton
Kessler

Second Lieutenants
Robert Willis Greeley Arthur Andrews
Robert Melton Hanna Poindexter
David Donald Kilewer Henry Gorham Webb
John A. McAllister

Marine Gunners
Harold Clarence Borth Clarence Brown
John Hamas McKinstiry

Master Gunnery Sergeant
John W. Krawie

Quartermaster Sergeant
Vincent Kleponis

Master Technical Sergeant
Andrew J. Paszkiewicz

First Sergeant
Paul Raymond Agar

Gunnery Sergeants
John Cemeris Glenn R. Schulz

Technical Sergeants
Vincent W. Bailey Edwin F. Hassig
Harmen Dehaan Ellis J. Johnson
Joseph L. Everist Randolph M. June
William John Hamilton Jesse L. Stewart
Earl R. Hannum

Platoon Sergeants
William D. Beck Joe M. Stowe
Henry A. Bedell Howard Edgar Warren
James Frank Boscarine Robert O. Arthur
Alvin Aaron John F. Blandy
Bumgarner Paul F. Hemmelgarn
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Bernard Oprey Ketner Walter T. Kennedy
Dave James Rush Ernest E. Short
Eugene W. Shuart Elwood M. Smith

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Fred C. Behrens Henry Haugen
Alton J. Bertels Joseph P. Jamerson
Robert E. Bourquin, Jr. Donald R. Malleck
Walter A. Bowsher, Jr. Bernard H. Manning
Robert S. Box, Jr. Billy Leroy Patterson
Orville J. Cain Lewis H. Richey
Howard D. Comin Edward B. Rook
Jack B. Cook Chal H. Schulze
Raymond L. Coulson Melvin W. Shellhorn
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Glen G. Gardner Mabry A. Terry
William Gordon Wiley E. Tipton
Raymon Gragg Q. T. Wade
Oliver P. Hagerty, Jr. John W. Warsing, Jr.
James W. Hall

Mess Sergeants
Gerald J. Carr A. R. Hughes, Jr.

Chief Cooks
Charley H. Condra Anthony Polousky

Corporals
Thomas Jefferson Lillard Louis Johnston,
Andrews, Jr. Jr.
Earl Harry Barnes Guy James Kelmhofer,
Raymond Richard Jr.
Boaher Kirby Kermit King
Hugh Leonard Boyle Alfred Torsten Kohlin
Gene Edward Brown Walter John Krucsek
James Richard Brown Norman James Laureen
Robert Lawrence Robert Earl Lee
Brown Kenneth Leo Marvin
Robert McCulloch Terrence Theo McAmis
Brown Winford Jennings
Charles Hayward Camp McAnnally

Clarence Gilbert
Cooper, Jr.
John Raymond Dale
Eschol Eugene Davis
Floyd Henry Davis
Alton Joseph Domingue
Elmer Sidney Drake,
Jr.
Henry Louis
Durrwachter
Michael Nicholas
Economou
Cyrus Douglas Fish
Joseph Emanuel George
Leon Adelbert Graves
Martin Andrew Greaka
Franklin David Gross
Walter John Gruber
Frank A. Guthrie
Robert Fernand
Haidinger
William Charles
Hakstad
Ralph Joseph
Holiewinski
Lloyd Ellis James
John Steward Johnson,
Jr.
Thomas Wesley
Johnson

Privates First Class
Arthur Dale Andrews
S. L. Baker
Lester L. Barger
Herbert Emil Bartelme
Fred Allen Beese
Joseph Bond Bendenski
Armand Emile
Benjamin
Arthur King Bennett
Joseph Miller Bentley
James Michael Berkery,
Jr.
Edward Mitchell
Bogdonovich
Kenneth Conrad Boley
Orville Noy Borchers
Joseph Edwin Borne
William Frank Bostick
Berdnye Boyd
Albert Harold
Breckenridge
Buell Stanley Brown
Kenneth LeRoy Brown
James Scott Browning
Gerald Earnest
Buchanan
William Finkbner
Buehler
Philip Leo Burford
Wilbur John Busse
Lester Carl Byard
Lawrence Marion Byer
Harry Joseph Byrd
Herbert Richard Byrne
Arthur James
Calanchini
Richard Rossiter
Caldwell
Harry Junior Cessna
Henry Herbert Walter
Chapman
Hoyle E. Chew
Alfred Bennet
Christensen
Floyd Herman Comfort
Gus Jim Cominus
Joseph Frederick
Commers
Warren David Conner
Dennis Clifford Connor
Delmar Earl Cooley
Paul Carlton Cooper
Robert Earl Cooper
Claude Chester Couch
Roy Thomas Cox
Joseph Clero Culp
Albert Coleman Curlee
Robert Eaves Curry
Max Junior Dana
Jack Edward Davis
Harvey Louis Dawson
Robert Leon Deeds
Clarence Camille
Descamps
Bernard Angelo Dodge
Estille Fay Dunham
Edward Franklin Eaton
Billie Edward Emerick
Marshall Edward Fields
Lloyd Benjamin Finley
James Alburn
Fitzpatrick

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McQuilling
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McWiggins
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Herbert Neal Pearce
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Pechacek
Edward Newell Petrick
Samuel William
Raymond
Alvey Augustus Reed
Bernard Elliot
Richardson
Albert Powhattan
Rickert
Jack Riedel
John Eugene Sado
Norman Patrick Sieger
Jesse Dell Sorrell
Arthur Franklin Terry
Carroll Elwood Trego
Chester John Woods

Gene Allen Fleener
Andrew Jay Frandsen
Robert LeRoy Frey
Lynn William Frost
Douglas Dean Gardner
Everett Garrison
Martin Alna Gatewood
John F. George
Ernest Newton Gilley,
Jr.
Everand Meade Grant
Robert Leo John Gray
Sylvester Gregouire
Glenn Elmer Grubb
Stanley Paul Gulibeaux
Fred Daniel Haggard
Ewald Harringer
Charles Lee Harrison
Arvel Nelson Hartung
Jack Doyle Hearn
Russell Warren
Hendrickson
Albert Hicks, Jr.
Charles Callia Hill
John Robert Himelrick
Johnson Porter Holt
Larence Odell Hoskison
Frank Henry
Houschildt
George Gaston Hubley
Robert Gordon Hundley
Morris Forgy Hysen
Sammy Chester Jackson
George Leroy Johnson
Harland Rayford
Johnson
Grover Ernest Thaire
Herman Albert Todd
Raymond Maurich
Tompkins
Charles Edward
Tramposh
Joe Nashen Tusa
Kropavich
Alexander Vaughn
Venable, Jr.
James Cameron
Venable
Vincent Henry Verga
Verne Lorton Wallace
Guy Pearson Webster

Assistant Cooks
Pershing B. Bryan Ival Dale Milbourn
Virgil Pierce Vardell

Privates
E. O. Stephen Adams
Richard Paul Adams
Rufus Baker Austin
Roger Dick Bamford
James Sanguinet
Bastien
Darrell Laverne Beaver
Michael Angelo
Benadetto
Lorel Jonas Bragg
Earl Morris Broyles
William Bernard
Buckie, Jr.
Joseph Thomas Chudzik
Emery Thomas Clark
Harold Gould Colby
Phillip Gilbert Covert
James Aron Crouch
Kenneth Eugene
Cunningham
Emmet Dan De Loach
Frank Dimento
Roger Dorman
Norman Douglas Elliott
Clinton Hudson Enyart
Manton Leon Fleming
George Githon Giddens
Richard Calvin Gilbert
Steven Yellow Hair

Field Music
John Cornett

MARINE CORPS PERSONNEL WHO WERE SERVING AT GUAM AND ARE DEEMED LIKELY TO BE PRISONERS OF THE JAPANESE, ARE:

Lieutenant Colonel
William Kirk MacNulty

Major
Donald Spicer

THE LEATHERNECK

Walter Nevins
Flournoy

Captains
Mortimer A. Marks

First Lieutenants
Marvin Tipton Starr
Glenn Dean Morgan

Charles S. Todd

Pay Clerk
Earl Worcester Dunsomoor

Sergeants
Dwight Marvin Barney
Thomas Raymond
Honan
John Henry Lyles
Cloyd Carter McMurry
George Donald Molloy

Otto Rosetto
John Frederick Runck
George Joseph Shane
William Henry Sobey
Sherwood Richard
Vantom

Mess Sergeants
Jay "B" Combs
Walter Leroy Damon

First Sergeant
Earl Benson Ercanbrack

Staff Sergeant
Cecil Cassells Ford

Supply Sergeants
Jesse Willard Knighten
Henry Frederick Laser

Platoon Sergeants
John Joseph O'Shea
Frank Marion Stone

Corporals
Harry Edward
Anderson
Martin Boyle
Frank Emory Copeland
Fletcher Marvin
Hagood
John Jaspits
Robert James Lee
Albert Legato
Sewell Robert Lufkin
Howard Carson Moore

Robert Alysious Newton
Glenn Edward Nichols
Raymond Podlesny
Edgar Allen Ramsey
Clarence John Rybicki
Emmitt Wane Shaul
Robert Anthony Thiel
Oscar L. Thoren
Howard Earl Wallace
Clyde Roy Waller
James Sample Ward

Privates First Class
Frank Raymond
Anderson
Merlin Winfield
Ankrom
James Woodrow Babb
Ralph Newel Baggett
Woodrow Lattin
Bagwell
Richard Willis
Ballinger
Carroll Dale Barnett
William Russell Bay
Ivan Chester Bearden
Edward Bender
William Wiltshire
Bomar, Jr.
Rupert Orrin Bowman
Roy T. Brown
John Joseph Budzynski
Burdell Oscar Buerger
William Harold Burt
Lawrence Robert
Bustamente
Harris Chuck
Ray Howard Church
Sam Learns Cohn, Jr.
Charlie Addison
Combs, Jr.
Clint Millard Crichton
Armand Claude
Desaulniers
Garth Grafton Dunn, Jr.
Edward William French
John Brackenridge
Garrison
Doyle Bertram Giles
Daniel William Goebel
George "G" Golich
Knutte Clarence Hanson
William Dabney Higgin
Herbert Joseph
Humphrey

James Leon Huston
Artis Willis Jones
John Henry Jones
John Wilson Kauffman, Jr.
Lloyd Sterling King
Leonard Stanley
Koslowski
Charlie Robert Kuonen
John Emilio La Chappa
Harry John La Gone
William Keith Larsen
Edward Maass
Paul John Meletis
John David
Mucciacciaro
John Allison Mueller
Harbert "C" Nixon
Russell Bernard
Ormseth
Martin Henry Peak
Nathan Smith Plummer
Carl Eugene
Redenbaugh
Howard DeFrance Ross
John Dooley Rucker
Alfred Arlington
Schlegel
Arthur George Schubert
Harold Aloysius Seeger
Charles Ray Seymour
Hollis Smalling
George Robert
Summers, Jr.
Marion Alexander
Taylor
Floyd Lance Trascher
William Herbert Turk
Ray Earl Van Horn
Willard William Watts
James Walter Weaver
John Edwin Wickham

Field Music First Class
Dewel Curtis Danielson
Alfonso Joseph Moreno

Revice Noble
Frederick

Field Music
Edward Charles Dupuis

Field Cook
Paul Richard Rithaler

Assistant Cooks
Vernon Grady Dixon
Lee Herd

Phinas Allen Law
Don Knighton Manning

Privates
Chester John Bryk
Jack Marvin Cutler
Russell Edward
Dalrymple
Harold Leslie Darter
James Alexander
Drolette
Robert William Emch
James Erdman

Wynn Thomas Moss, Jr.
Gayle Neal
Howard Nettles
Frank Nichols, Jr.
Eulice Joseph Ordoyne
Luther David Orr, Jr.
Max Bernard Osborn
Elbert Emanuel Perkins

Pedro Rodriguez
Hernandez
Robert Moore Hinkle
Harry Marshall
Kallgren
Cecil Walter Lewis
Lane Everett Ligon
Max Holland Martin
Albert Ray Miller
Richard Kenneth Moore
Clifford Virgile Morrow

Bill Barton Pogue
Marvin Arthur
Roslansky
David Thomas Shively
Elwood Smith
John Marvin Smith
Lee Thomas Smith
Edward James
Spellman, Jr.
William Dale Standlee
Jeff Calvin Wood

SERVING AT PEIPING, CHINA, DEEMED LIKELY PRISONERS:

Colonel
William W. Ashurst

Major
Edwin P. McCaulley

Captains
James F. Climie
James Raymond Hester

First Lieutenant
George R. Newton

Second Lieutenants
Richard Marvin
Huizenga

James David
McBrayer, Jr.

Pay Clerk
Robert L. Williams

Chief Marine Gunner
William A. Lee

Sergeant Major
Cecil Morton Dietz

Master Gunnery Sergeant
Abner Ellsworth Foster

Staff Sergeant
Henry Alfred Elvestad

First Sergeants
Frank Miller
Gerald Arthur
Newhouse

Clarence Raymond
Osborne

Technical Sergeant
Charles Daniel Pierce, Jr.

Quartermaster Sergeant
Orville Everett Rehm

Mess Sergeant
Raymond E. Smith

Supply Sergeants
James Allen Callis
Henry Benjamin
Stowers

Sergeants
Victor Frank Ciarrachi
Russell Paxton Clark
Roy Alvin Dobson
Raymond Erhard
Wilson Eccles
Morris Sherman Haugo

William Hanson
Howard
William Albert Kahl
Frederick Balthasar
Mohr
Erick Stromstad
Herman Wolf

Corporals
Willis Willard
Anderson
Arnold Andressen
Robert Lewis
Armstrong
Gerald Leroy Beeman
Norman James Berg
Alvin Henry Blahuta
"A" "Z" Bradshaw
Charles Walton
Brimmer
William Howard
Chittenden
Glen Francis Crafts
"T" "Q" Crews
Arthur Cobb Davison
Irvin Jacob Engler

Chandler Edwin Fouche
Max "S" Gaff
Harold Arnold Hoffman
Joel Jones
Robert Vincent Keith
Bernard Francis Kelly
William Edgar
Killebrew, Jr.
George Giles Lindsey
Oliver Stephen Melton
Charles William Parr
John Dee Pitner
Harold Ignatius Retzke
Clyde Edward Roark
Jacob Victor Schneider
James Mitchell Somers
Jerold Beers Story
John Courtney Wrathall

Privates First Class
William Lawton
Adame
Irving Nile Akers
Walter Carlton Allen
Allison Leonard
Anderson
Wade Hampton
Armstrong, Jr.
Connie Gene Battles
John Beavers
Robert Clifford Becker
Darrell Milton Beeson
Raymond Osborne
Bennett
Elroy Lawrence
Bennison
Willie Lee Benton
Chester Maxwell Biggs, Jr.
William Henry Boyden, Jr.
William Joseph
Brigham

Maurice Ernst Gessner
James Edwin Glaze
Luther Earl Goldman
Ralph Harris Goudy
Earl Dennis Griffin, Jr.
Robert Ray Haberman
Leonard Sam Harbison
Jack Buchanan
Harmon
James Edwin Hinkle
George Hirschkamp
Jack Clay Hornsby
Thomas Sylvester
Humphrey
John Henr Jesse
Roy Williams Leppert
Eugene Harold Litz
Emit Francis Logan
Thomas Vernon Lusk
Ronald Oliver
McMahon
George LeRoy
McShane

Fred Howard Brown
Harold Phylander
Brown
Douglas "A" Bunn
Morris Anthony Carson
Melvin Hershman
Castor
Phillip Speck Chambers
Kenneth Robinson
Clark
James Hector Cole
Edgar Arthur Croteau
Kenneth William Davis
Jasper Frank Dawson
William James Dees
Wilbur Edward
Ditewig
Norman Ray Estep
Glenn "G" Evans
Bernard Joseph
Fitzgerald
Walter Edward
Freiberger
Mark Nathaniel Gentry

Donald Reupert
Marshall
Richard Nahas
Max Henry Neuse
Elza Cohn O'Neal
Herbert James Orr
Calvin Lafayette
Permenter
Ralph Pratte
Johnnie Martin Pruett
Richard Rider
Fernando Cantu
Rodriguez
Freemont Francis
Sheetz
Dick Richard Smith
Orville Reid Sparkman
Charles Albert Stewart, Jr.
Jimmie Lyn Stewart
Frank Denton Stockton
William Harold Thomas
John Worthington
Whipple

Field Cook
Benjamin Robert Benson

Chief Cooks
Charles Henry Darr
Antonio Leon

Orin Robert Miller

Assistant Cook
George Wilson Parr

Field Music Corporals
Carroll Wilson
Bucher

Martin Lewis Gray

Platoon Sergeants
Thomas Royal
Carpenter

Holland Cash

SERVING AT TIENTSIN, CHINA, AND DEEMED LIKELY PRISONERS

Major
Luther A. Brown

Captain
John A. White

First Lieutenant
Richard D. Weber

Quartermaster Clerk
August W. Carlson

Platoon Sergeant
Jack Roland Bishop

Field Music First Class
Ira Melvin Brawdy
Ernest Theodore Larson, Jr.

Gunnery Sergeant
Clifford Lee Ellis

First Sergeant
Jack Davis

Gunnery Sergeant
Clifford Lee Ellis

Staff Sergeants
Elmer Pery Jarret
Michael Jacob Schick

Sergeants
Frank Joseph Kossyta
Edward Lee MacDonald
Walter James Reilly

Robert Alexander Smith
Alan A'Dale Sydown

Corporals
Theodore Roosevelt
Dedmon
John Henry Ellison
James Edward Hard-
way
Terence Sumner Kirk
Dennie Guy Lady
Robert Armond Lareau
George Woodrow Mc-
Farland

Wilfred Norman Mc-
Leod
Alvin Ernest Sawyer
Miguel Serra
George Burwell Stone, Jr.
David Alexander Tim-
pany
Jack Warshafsky

Privates First Class
Joseph John Frehr
Marion Gynn
Richard Thomas Hall
Edward Lewis Kirkpat-
rick
Raymond Elmo Lease
Charles Crittenden
Ludlow
Roy Bernard McCarthy
Raymond Leon Mat-
thews
Frank Joseph Novak
Lloyd "G" Parrish
Francis Louis Plog

Frank Paskal Prater
Marvin Clyde Ramsey
William Dwayne Read-
er
Neil Orlando Rider
Steve Alex Salay
Leslie Sedenberg
Marino Joseph Simo
Merlyn Joseph Sousek
Mathew Herman Stohl-
mann
Leslie Raymond Troth
James Clark Wilson
Thomas Patsy Welsh

AT SHANGHAI, CHINA, AND DEEMED LIKELY PRISONERS:

Quartermaster Clerk
Paul G. Chandler

Supply Sergeant
Henry Kijak

Staff Sergeant
Loren Oscar Schneider

Corporal
Nathan Alexander Smith

AMERICA'S *Striking* POWER

By
F. O. COOKE

From Hannibal's waddling elephants to Hitler's screaming Stukas, military history proves repeatedly that a powerful new offensive weapon is the surest shortcut to victory. In the long-engine long-range or heavy bomber, America possesses the strongest single striking force on world battlefronts today.

Equipped with the Moss turbo-supercharger, the latest Flying Fortresses and Liberators operate at elevations over 35,000 feet, with a range of more than 3,000 miles and a bomb load of 4 tons, at 300 m.p.h. The Norden bomb sight enables them to blast ships, harbors, fortifications, industrial centers and troop concentrations in broad daylight, unseen and unheard at their terrific height, a thousand miles inside enemy territory.

Daylight bombing of the Axis naval base at Brest had immobilized for several months the German warships *Gneisenau*, *Scharnhorst*, and *Prinz Eugen* until soupy weather grounded the long rangers and gave the imprisoned ships a chance to escape. The Fortress was first used here in July, 1941, from altitudes so high that in midsummer the planes were covered with frost, and first warning of the attack was the scream of the bombs. Used against German or Japanese industrial centers, it would shatter both production and morale.

When the prototype of the Fortress, the Boeing 299, was first planned in 1932, and flown in 1935, most aeronautic experts scoffed at it as a fantastic waste of material. But in two years of war, American foresight and air engineering have been fully vindicated in their buildup of the heavy bomber. Consolidated's Catalinas and Coronados are the mainstay of the Atlantic patrol. It was a Catalina which spotted the *Bismarck* and led the British fleet in for the kill. A Lockheed Hudson, converted for patrol bombing, recorded the first capture of a submarine by an airplane.

FORTRESSES VS. JAPS

Even more significant is the showing of the Flying Fortresses against the Japanese. The few heavy bombers available in the battle of the Pacific have taken almost a 10 to 1 toll of Jap fighter planes sent against them. They have bombed Bangkok, Jaluit, and Malaya, and blasted Jap fleet concentrations. The hard-pressed Dutch, asked what was most needed to save the Indies, answered, "Send us four-engine bombers. Send us destroyers and submarines if you can, but first of all, heavy bombers."

Even the early model B-17's, which European experts scornfully dubbed "Fly-

ing Targets," proved highly effective and not so vulnerable in the battles of Britain and Libya, where a lone Flying Fortress beat off nine ME 109's and returned safely home. Improvements based on observation of their performance on these fronts have caused five major changes in this model during the past five years, rendering old assembly lines and production units obsolete, and sharply limiting the supply of these complex weapons of conquest.

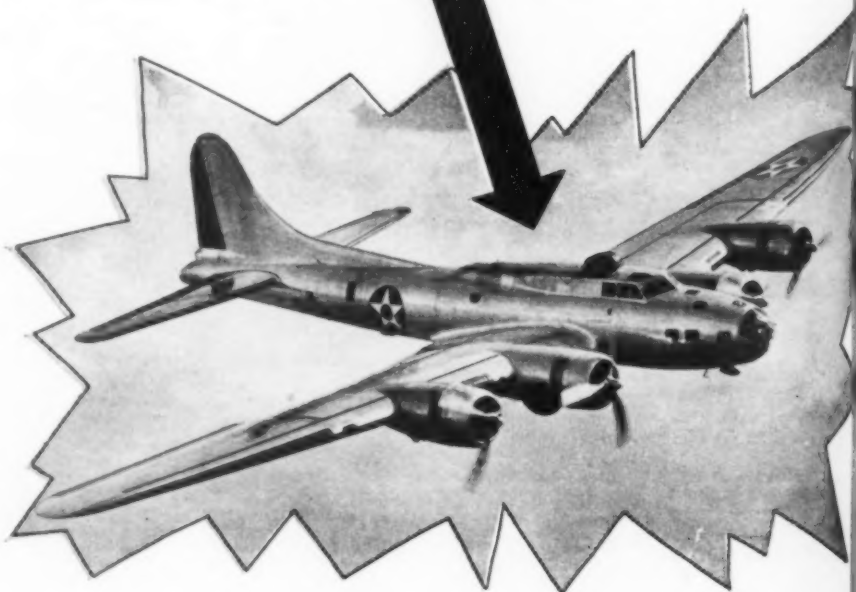
If American aviation facilities were stepped up today to the claims made on paper for 1943, a United victory would be certain within the year. For flocks of these devastating death-birds, operating from bases in Greenland, Iceland, or Ulster, flying high above ack-ack and fighter patrols, could lay waste in sustained daylight bombing the entire German industrial and communications nerve centers, coming and going unscathed, since the Axis has not yet developed pursuit planes which can operate successfully in the stratosphere. In the words of Win-

ston Churchill: "Even if the Nazi legions stood triumphant on the Black Sea . . . even if Hitler was at the gates of India, it would profit him nothing if at the same time the entire economic and scientific apparatus of German war power lay shattered and pulverised at home."

But as the British have found, to be decisively effective not twenty or thirty (the number they had on hand late in 1941), or even the 2,000 Flying Fortresses a British Air Marshal once mentioned as the amount needed "to clean up the job in short order," would be enough. "Strategic" bombing is a long-time policy, to be maintained over many months and across endless miles of enemy territory. Great fleets of thousands of bombers are needed on all fronts, and needed now, before some method of counteracting their deadly fire can be devised.

For the long-range bomber today doubles in brass for both land and sea artillery. A full bomb-load discharged at 10,000 feet equals the effect of a battery of howitzers at point blank range. Heavy bombers, unopposed, can outmaneuver heavy cruisers and battleships, although these planes are not at their best against ships at sea. Britain has found them a more than satisfactory substitute for French coastal artillery and the silenced guns of the Maginot Line. At this point in the history of strategy, the heavy bomber is supreme on land and sea.

But in the first months of 1942 no power in the world has sufficient long-rangers to launch an all-out offensive. The war has clearly developed into a production



THE LEATHERNECK



Public Relations, Randolph Field

March, 1942



"THE DEVASTATOR," carrier based Douglas dive-bomber of the Navy. This ship is also used by the Army under the designation A-24. (Official Navy Photo.)

race. The late Sir Frederick Banting predicted: "Whoever power gets up to 40,000 feet first and can stay there longest with the heaviest guns (and the greatest number of planes) will win the war." In other words, the most efficient production line will win.

Heavy bombers are not easy to produce in quantities sufficient for more than mere guerilla attacks on enemy bases. Each one costs around \$300,000, uses 20,000 pounds of aluminum, requires 140,000 man-hours in the factory. There are 54 stations on Consolidated's 3,000-foot assembly line, with a six-hour stop at each station.

Acres of strategically located and well protected floor space, tons of specially designed machines, stockpiles of raw materials (U. S. weakest link at present), and hundreds of thousands of skilled workers are needed. The number of drawings involved is about 17,000, the total number of parts almost 40,000, each small piece requiring meticulous design and tooling.

Not all nations can meet these exacting requirements. Japan lacks floorspace, raw materials, and skilled labor. Her system of farming out the manufacturing of machine parts to small independent companies makes assembly and tolerance of parts extremely difficult. Proof of her troubles is her inability to duplicate the giant Douglas DC-4, although a model plane was sold to her to break down for analysis, and Douglas even licensed the blue prints over to her. Japanese workers could not reproduce it.

JAPS LACK HEAVY BOMBERS

Forced by the ABCD economic blockade to strike before she was fully ready, Japan's failure to show much air strength in Luzon after the fall of Manila means that she hasn't enough planes to fight all-out on more than one front. If she could have followed up the assault on Pearl Harbor with hourly bombings by fleets of her Mitsubishi 92's, the war in the Pacific might have been over as soon as it started.

But Japan just doesn't have the planes.

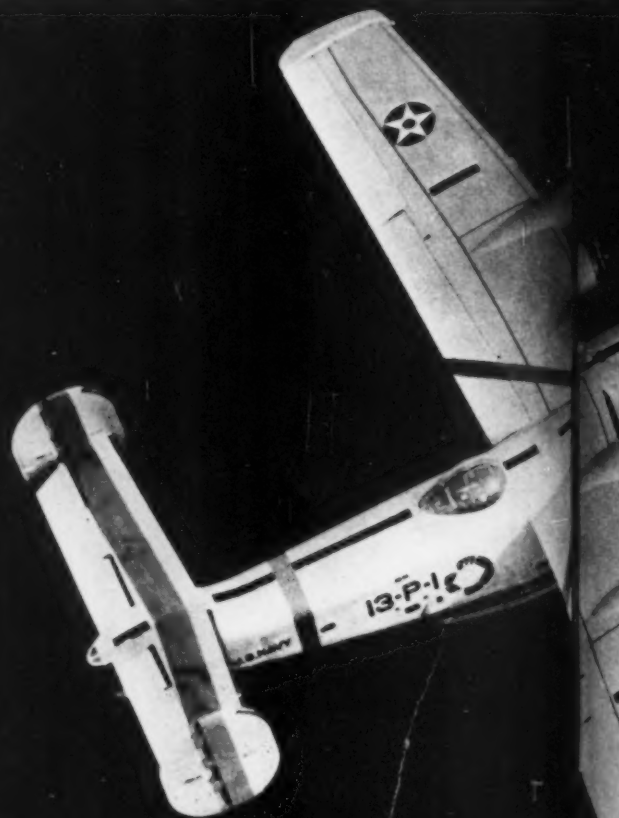
Germany too was unprepared for long-range bombing. Field Marshall Hermann Goering may have begun with a quixotic vision of a Luftwaffe of benedicted knights of the air driving the muddled British from the skies. But over-boldened by her diplomatic success at Munich, Germany pushed herself into large-scale warfare two years before her air force was mechanically strong enough to blitz Britain into blight. She could muster only enough strength for one blow at a time, as at Coventry. Unable to follow through with sustained blitz bombings she watched the RAF prove too tough in manpower and machine quality, and gain rapidly in quantity, thanks to American aid and increased production at home.

Then his yellow ally's rabbit-punch at Pearl Harbor convinced Hitler that the age of chivalry was over. Not Aryan racial or scientific superiority would win in the air, but stark machine strength, fire power, and force of mechanized numbers. Heavy bombers, not speedy pursuit ships, were winning the world's air battles. This is doubtless the cause of his recent coolness toward Goering and the current lull in Nazi air activities over Europe. Hitler's engineers are working overtime to overcome their initial

misplacement of emphasis on individual fighter planes and dive bombers. (Four prominent Nazi airmen recently died in crashes on experimental flights.)

Biggest dark horse in the field of aviation is Russia, whose air leaders planned and built giant bombers years before the U. S. Like so many USSR innovations—

THE CORONADO by Consolidated is rated one of the most powerful patrol bombers in the world. Because patrol bombers must travel long distances unescorted,



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OLD FAITHFUL OF the Atlantic Patrol is the Consolidated "Catalina" patrol bomber. It was this type of ship that shadowed the ill-fated *Bismarck* and led British surface ships in for the kill. She has a range of 4,000 miles and the side blisters indicate she is well able to take care of herself. (Official Navy Photo.)

parachute troops, gliders, air-borne cannon—these were long regarded as Buck Rogers stunts until practical use by the Nazis made them all to real.

Exact status of the Red air force is strictly secret. There can be little doubt that even as far back as Lindbergh's visit in the early 30's, they showed only second-

rate stuff to visiting firemen. Americans, they said, talk too much. They kept up the same pretense in the war against Finland, causing Hitler to underestimate their true strength.

But the USSR air force must be plenty good to have stopped even a tired Luftwaffe cold enough to permit the recent Russian land victories. The Soviets have long had the highest percentage of heavy bombers; more than one-fifth of total fighting aircraft. Their strategy demands 3,500 combat planes for every nine corps of troops.

Although they have shown few long-range bombers thus far, the Soviets doubtless have many more surprises up their sleeves like the "flying tanks" which mowed down German mechanized units before Moscow, and were so heavily armored that only direct cannon hits could damage them. Other Russian rarebits may be a six-engine long-ranger, and a transport biplane carrying troops between the wings.

Of all the warring nations, the USSR alone has the resources in her immense industrial plants back of the Urals, to challenge America's production supremacy.

Britain's entry in the long-range sweepstakes is as recent as last September, since RAF authorities even late in 1940 derided the usefulness of the giant bomber. Then

the fall of France and the Lowlands took out of Allied hands the French bases England had planned on using, putting German planes at England's door, and German targets six times further away from English bases than the British centers were from the new Nazi points of attack.

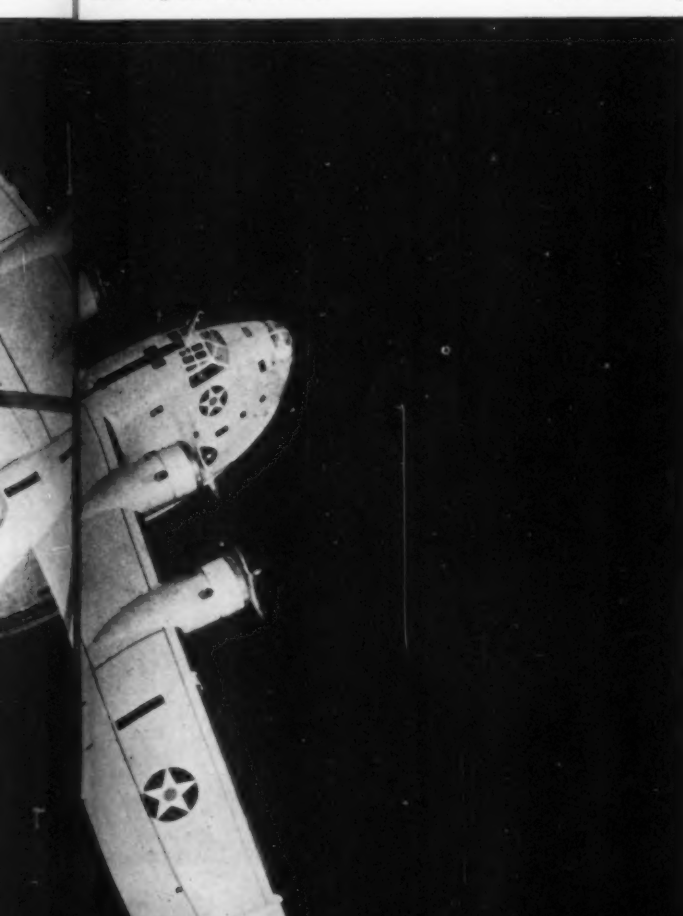
Thus to bomb Germany and Italy, and carry the crucial Libyan-Mediterranean campaign through successfully, planes were demanded having great cruising range and bombing power. The heavy bomber again had to take the place of both artillery and battleship.

U. S. AID ESSENTIAL

Britain now puts out three bombers of this type: the Handley-Page Halifax, the Short Stirling, and the Avro Manchester. These have already made successful raids on Occupied France and Nazi troops in Libya. But Britain needs far more of them before she can carry the war to German centers and repay the Nazis for the razing of Coventry and London's "rain of fire." Her limited industrial potential makes U. S. aid essential if this is to be more than a paper victory. As soon as she begins putting out a new model plane, as was the case with the Defiants which wreaked such havoc with Hitler's dive bombers at Dunkirk, the enemy seeks out the production unit and bombs it into uselessness. Like Australia and the Dutch Indies, England looks to America for the planes which will turn the tide of victory.

Axis engineers are planning feverishly to overcome our present advantage, by designing interceptors with a ceiling equal to that of the heavy bombers. For just as air power is proving the decisive factor in the war, so altitude, more than range or speed, is the decisive factor in air power today. What makes the Flying Fortress supreme is not its range, which is not as great as that of Nazi or Italian planes, or its speed, which can not match the latest fighters or attack-bombers. It is its ability, through the turbo-super-

Coronado has heavily armed power turrets in nose, and sides. Its range is 5,200 miles with seven tons bombs. (Official Navy Photo.)



charger, to maneuver in the stratosphere, higher than any pursuit plane can follow. The nation which can maintain altitude supremacy is the nation which will win the war in the air. The new US Republic P-47 is reputed to operate at 45,000 feet. The Germans are experimenting on a plane with a 50,000 foot ceiling.

Flying in the stratosphere is like floating through a haunted house. Breath comes short; air is cold (40 to 73 degrees below zero). Strange things happen to the motor without a supercharger: greased bearings freeze fast, instruments fail for lack of pressure, vapor locks develop. Stranger things happen to a pilot without a pressure cabin: nitrogen bubbles in his blood, an arm or leg may be suddenly paralyzed, or his eyes may see double. Rubber de-icing boots grow brittle and crack to pieces. Camouflage paint peels and flakes like dandruff on return to earth. Both men and machines must be of superior mold to survive the terrific strain.

Major R. W. Schroeder, once holder of the 38,180 foot altitude record, exhausted his oxygen at that height and plunged unconscious for five miles, but miraculously landed safely. The 67 degrees below zero temperature had frozen his eyeballs, but the motor functioned well enough. Men, not machinery, are likely to crack in stratosphere bombing.

U. S. LEADS STRATO FIELD

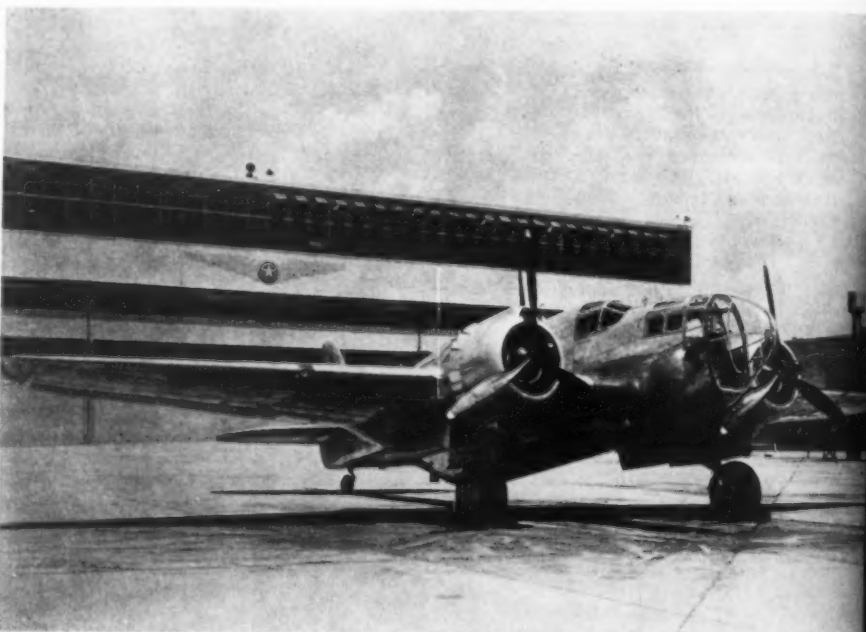
Americans are peculiarly well equipped to hold the lead in the production of the stratosphere bomber. It is the logical weapon to have developed in a land of lofty mountains and vast distances. We have the raw materials (once existing bottlenecks are wiped out), the skilled labor, the floor space and proving grounds, the pilots in training. Test flights to meet stratosphere conditions are now being held by Boeing at a cost of \$1,000 per hour, testing new plastics, insulations, substitutes for oil and grease, and pressure suits, as seen in the picture "Dive Bomber." No other nation, except possibly Russia, can come close to us in this field. Our problem now is to get the planes off the drawing boards and into the air fast enough to maintain our present lead.

This means freezing present designs, cutting down on variety of specialized types, and combining their best features into one or two models for mass production, the same process England went through in putting out enough Spitfires and Hurricanes to hold the Luftwaffe at bay. Experts say the world's finest planes are still on paper, some in U. S., many on Axis drawing boards. But to produce them means complete upheaval of existing facilities, another year or two of delay before planes roll off the lines. And we cannot afford to wait. The present lull in Axis air activities indicates an all-out industrial effort to match or better our new four-engine bombers, dive bombers, flying boats, and pursuit ships.

Even since the President's speech on January 6, plane production statistics have filled the air like news clippings in



TOP—DOUGLAS TWO-MOTOR attack bomber and below the famous Martin Baltimore. (Douglas Aircraft Photo.)



BELOW—NORTH AMERICAN'S AB-25 medium bomber rates higher than most European planes of its class. (Public Relations, War Dept.)

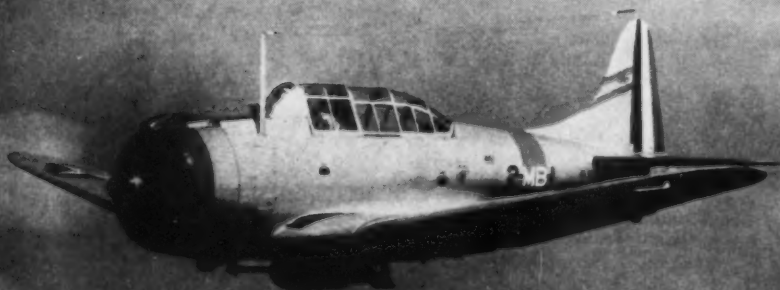




ABOVE—FAMOUS VULTEE Vengeance dive bomber of the Navy and below—North American medium bombers on the line. (Vultee-North American Photos.)



BELOW—DAUNTLESS dive bomber of the Marine Corps is one of the most feared planes on the battlefronts. (Official Navy Photo.)



prop wash. Planes by hundreds and thousands have been rolling off these pen-and-ink assembly lines. Cold fact, quoted by a nationally syndicated columnist, is that U. S. 4-engine bomber production for January, 1942, was just short of 60 planes. Few of these remained in the country, most were turned over to United Command for immediate service on Singapore and Libya fronts. (Another advantage of the long-ranger is its speedy delivery, a matter of a few days instead of the 11 weeks required for sea-borne supplies to reach Australia from England via Cape of Good Hope.)

But prospects are good for our reaching the 500 per month mark set by the President by the end of this year. Tremendous reorganization of aircraft plants was begun as far back as last May, and stepped up with the government's recent recommissioning of automobile factories to manufacture plane parts and machine tools. The new Ford plant aims at \$20 million of tooling instead of Consolidated Aircraft's \$6 million, at cutting down man hours by 40,000 per plane, at an eventual output of 225 B-24's per month, which means a merger with Consolidated to avoid duplication of work. This largest aircraft factory in the world (3,700,000 sq. ft., including hangars) will employ close to 100,000 workers. Similar new production units are being borne from the shotgun weddings of Boeing, Douglas and Vega, who have dropped competition for competency in heavy bomber orders and are now at least partially pooling resources.

POOLING POTENTIALS

Holding the shotgun, since his appointment last May as Assistant Secretary of War for Air, is Robert A. Lovett, alumnus of the famous Yale Unit of flying volunteers. In devotion to air power as more decisive than troops or ships, he follows the late General Billy Mitchell, who was courtmartialled during the lull in American defense. Now that the Nazis have proved Mitchell was right, Lovett is getting the job done by walking more softly, talking more persuasively. He is responsible not only for pooling of manufacturers' potentials, but for organization of the Army Air Forces into striking units. Lovett is by no means all talk and reorganization. In World War I, as a Navy bomber pilot, he won the rank of Lieut. Commander and the Navy Cross, still flies his own plane when he has time.

Exactly what type of plane will emerge from the new production process is of course a closely guarded secret. But from specifications already released, a general idea of the various types of planes may be inferred.

For stratosphere bombing, at heights of 25,000 to 30,000 feet, we will have the B17-E or Flying Fortress, the B-24, Consair's Liberator, and the still experimental B-19's. All these ships will be equipped with pressure cabins, Norden bomb sight, Rader Aircraft detector (latest secret British device), exhaust-driven turbo-su-

percharger, and power driven turrets, innovations which have held up assembly lines for months.

B-17E WORLD'S HIGHEST

When completed, the B-17E will have a top speed of 300 m.p.h., a radius of action (to target and return) of 1,700 miles (which means a total range of 3,600), bomb load of 4 to 5 tons, ceiling over 30,000 feet, highest in the world.

The B-24 is a bit smaller and faster: 310 m.p.h., 1,500 mile radius, 26,000 ft. ceiling. Its unorthodox Davis-Caltech thin section wing permits low drag and easy handling.

The B-19, an 80-ton experiment by Douglas, is slow (200 m.p.h.), has a wingspread of 212 feet (almost twice the B-24), but can stay aloft two full days, cruise 7,500 miles with 8 tons of bombs.

The British have giant bombers almost as big; their latest, the Handley-Page Halifax, has a wing span of 99 feet, 4 liquid-cooled in-line Rolls-Royce Merlin motors (considered by airmen among the world's safest), greater bomb capacity than the Fortress, but less speed, range, altitude. The Short Stirling is similar

in size and performance, also has 37-mm. cannon in power driven turrets, but has Hercules radial air-cooled engines, and maneuverability, after bombs are dropped, superior to the crack Nazi Me 109 pursuits, which the Stirling consistently out-fights.

Nazi bombers of the giant type include the Heinkel 177, reported to have a range of 7,000 miles with 1,000 lbs. of bombs. Chief Scourge of Atlantic convoys are the Focke-Wulf Kuriers, a 4-engine bomber version of the transoceanic Condors Germany used to run to South America. These carry either 30 armed soldiers or several tons of explosives, besides the standard bomber crew of six. Like the British Stirling and Halifax, they carry cannon in power turrets and bomb bulges. Their service ceiling is 28,850 ft., range 2,300 miles at 224 m.p.h. Both these giants as well as the big Junkers, Ju 96, can do better than 300 m.p.h. But the British claim that in spite of their speed and heavy armor, they have not worked too well for the Nazis. Also disappointing, and curtailed in production, is the new 4-engine Dornier DO-19, weak in horsepower, altitude, speed.

A new Nazi plane recently crashed by a balloon barrage in Britain had a range of 4,500 miles at 200 m.p.h., or a cruising speed of 294 m.p.h. at 19,000 feet. Powered by two fan-cooled 14 cylinder radial motors, it can carry either torpedoes or bombs, 4,000 pounds. A special brake in the tail makes it a dive bomber as well.

A development of the Dornier "Flying Pencil," it could be a definite threat to all but our latest high level bombers.

Japan has only one 4-engine bomber type, but it is bigger than the Boeing B17-C. The Japs have jammed features copied from four foreign planes all into one. The Mistubishi 92 is a 144 ft. baby, hybrid offspring of the Wellington, the Douglas DC-3, the He 111 and the Junkers G39. Performance figures for this plane are not available, but lacking both supercharger and bomb sight, it cannot be used for stratosphere bombing.

The Italians hold the world's distance record with their Savoia-Marchetti 82, of which they have an estimated 100 in reserve. They are now testing the Piaggio P 108-C, a 4-motor bomber transport, as well as experimenting with a plane without propellers, driven by air jets sucked through the nose.

Likewise in the experimental stage is the Soviet V-760, a 6-engined giant with a wing span of 144 ft. equal to the Douglas B-19, but weak in horsepower, and hence lacking range and altitude. Like the Short Stirling, it has a tremendous bomb capacity. The Reds also have in their old model TB-6 a twin-engined bomber capable of carrying a 6,600 bomb load 310 m.p.h. at 26,240 ft. This is a high-level bomber, but not up to the Fortress or Liberator.

Bombing at 15,000 to 25,000 feet is less dependent on good weather, more accurate, still fairly free from A.A. fire. Greater bomb loads are possible than in stratosphere bombing. Targets can be more restricted: instead of a general district or town, definite docks and factories can be hit. But risk of interception and deflection from combat planes becomes greater as the bombing range is made more accurate, hence the need for heavy armor and high maneuverability in this class of plane.



THE DOUGLAS LIGHT BOMBER is an attack plane. Fast and shift, it is designed to support infantry in attacking ground objectives. Has a speed in excess of 350 m.p.h. and a 600 mile radius. Highly maneuverable, the British have used it as a night fighter. (Douglas Aircraft Photo.)

In this field as well, U. S. Army planes may lead the world. The Martin B-26 (called the Marauder by the British), so new that complete performance figures are still secret, has two 1,850-h.p. engines, flies at more than 350 m.p.h., can carry 3 tons of bombs more than 2,000 miles. It is thus an improvement over the Baltimores and Marylands which, with British Wellingtons, Whitleys, Manchesters and Hampdens, have been carrying on the bulk of RAF raids on Germany, Italy, Libya. United planes seem to have the edge on the Axis here too.

NEW NAZI BOMBERS

Latest German 2-engine bombers, said to be powered with 2,000-h.p. motors, include a new Henschel and the Heinkel He 119. Already in use are the Dornier Do 215 and 217, the former with a maximum speed of 311 m.p.h. at 16,400 ft., and a service ceiling of 29,600 ft., the Do 217 bigger, heavier, and with an overload range of 4,500 miles at 200 m.p.h.

The Japanese have been using fleets of Mitsubishi 96's and 97's, sometimes called the Minsai heavy bomber, over China and the Pacific. The 97's, developed from the old Martin 166, have two 1,000-h.p. Wright Cyclone motors (plans for which are just part of U. S. contribution to Jap air strength), a top speed of 224 m.p.h., and a range of 2,480 miles.

Among the most interesting aeronautic development of the war has been the conversion to military use of big commercial transport planes. First in this field was the Lockheed Hudson 14, commercially called the Lodestar. Originally turned over to the RAF as a long-range patrol and reconnaissance plane, it soon proved its all-round utility. The first American-made planes to see action in large numbers, they have been praised by pilots on all types of duty for their comfortable heated cabins, "auto-designed" instrument boards, ease in handling, reliable motor performance, and remarkable ruggedness.

They came through the hell of Dunkirk with the upper skin of their wings wrinkled from dive bombing. New sets of wings were replaced in four hours. Out of more than 100 in action, each plane making from 6 to 8 trips ferrying officers and men back to England, only 7 planes were lost.

More of these successful transplants have been ferried across the stormy Atlantic than any other model. Leaving from secret landing fields in Newfoundland, they make the crossing in some 12 to 15 hours.

Performance figures for these Lockheeds are: two 900-h.p. Cyclone or Wasp engines, maximum speed 246 m.p.h., operating range 1,960 miles, service ceiling 26,000 feet.

After the success of the Hudsons, TWA followed suit by turning over its idle Clippers and Boeing Stratoliners for conversion to Army and Navy use. Designed for stratosphere cruising, these have great wing span (107 ft.), ceiling (24,000 ft.), range (2,340 miles), carrying capacity and speed (250 m.p.h.). Armored and remodeled for combat they should prove



DAUNTLESS DIVE BOMBERS of the Army Air Corps peel off to deliver a direct attack. These ships are reputed to be far superior to the famed German Stukas, although still not the top dive bomber in this country. (Official Navy Photo.)

mighty welcome additions to the long-range fleet.

Other powers also use converted giant commercial liners. Germany has the Junkers Ju89 and Ju90, once holder of the world altitude record. The military version has four 1,100-h.p. Jumo in-line motors, wing span of 114 ft., top speed 256 m.p.h., range 1,875 miles.

The 96 ft. Blohm & Voss 142 is almost as fast as the Junkers, covers a range of 2,730 miles. It was used to land troops in Norway and Crete.

Japan, having concentrated on war planes while European and American commercial interests expanded, has no model directly comparable to these converted peace planes.

ON NAVAL AVIATION

On the seven seas, where the crucial test of air forces may arise, with battle and communication lines already stretching across thousands of miles of water, the U. S. Navy also appears to have the Axis highballed. In this field high speed and altitude are not so vital, since on both offense and defense low level cruising is essential to spot ships and subs. Danger of attack by interceptors or anti-aircraft is much smaller, from carrier-borne aircraft having less speed than land-based craft.

Old Faithful of the Atlantic Patrol is Consolidated's 104 ft. 2-engined Catalina, the Navy's PBY-5, with a range of 4,000 miles at 130 m.p.h., and service ceiling of 25,700 ft.

Developed along the same lines is the Navy's latest PB2Y2, 4-motored patrol bomber sometimes called the Coronado. This has heavily armored power turrets in nose, tail, and sides, a range of 5,200 miles with 7 tons of bombs, and a top speed of 226 m.p.h.

Martin's PBM-1 has similar specifica-

tions, but of necessity, having only 2 engines, carries only half the bomb load. This model has gull wings, lifting the engine high, giving the propeller good clearance above the water. Martin's Mariner patrol-bomber is rolling out in increasing quantities.

Britain's seaplane patrol consists chiefly of Sutherlands, built by the makers of the Stirling bomber, and Saunders-Roe Lerwicks. Both these planes are slower and heavier than the Catalina, more land-bound than Coronado, Liberator, or Martin patrol bombers.

Greatest number of Nazi flying boats are made by Dornier, in great number of models for varying duties: troop transport, mail and supplies, reconnaissance and patrol. Latest and best seems to be the Do 26K, having four 600-h.p. Jumo motors, a 23-mm. cannon in nose turret, and machine gun blisters aft of the wings. This 98 ft. sea eagle has a maximum speed of 208 m.p.h. (much faster than Catalinas or Sutherlands), a range of 5,100 miles at 140 m.p.h. It is still no match for the giant Liberators or fast Marauders.

Other Nazi seaplanes include the Do 24, one of the few 3-motor planes aloft today, with a range of 2,000 miles at 161 m.p.h. The Do 18K1 is slower, has range of 3,220 miles.

Faced with the task of covering nearly 3 million square miles of the Pacific, Japan has gone in heavily for big Navy seaplanes and patrol bombers. She has 2 twin engine types, one with 850-h.p. Wright Cyclone motors capable of doing 178 m.p.h.

Three-motor types are made by Kawasaki, developed from plans furnished by the British firm of Short Bros., makers of Sutherlands and Stirlings. The 90-2 has a 98 ft. wing span and a range of 1,560 miles.

Latest and greatest punch of the Japs'

naval air arm is the Hiro 97: 134 ft. wing span, four 720-h.p. Hispano-Suiza motors, a top speed 200 m.p.h. This could outfly all but very latest U. S. sea ships.

The Japanese seem to have devised some means of rapid building and deploying of aircraft carriers which could release clouds of smaller bombers and fighters at many points almost simultaneously. This was the strategy of their attack on Dec. 7.

The Axis thus has the planes to bomb either coast of the United States. The Germans are said to have 150 Heinkel 177's which could cross the Atlantic from French bases, drop 1,000 pounds of bombs each on New York or Washington, and return to Europe without stopping. British report spotting mile-long runways in Norway from which these giants may be launched against Russia, England, or the U. S. There are rumors of huge rocket-propelled bombers on German proving grounds.

COULD REFUEL IN MID-AIR

The Italian Savoia-Marchettis could also make the trip. In addition, the Nazis have the Dornier 26, a catapult plane released from armed merchantmen to harass Atlantic coastal defenses and shipping. Any of these or shorter range bombers could be used to cross the ocean between dawn and dusk, refueling in midair from flying tankers to increase the cruising range, and strike at Caribbean or U. S. continental bases before returning home.

That such bombing will occur is the opinion of most experts. But sustained raids such as those in London, Manila, or Singapore are not possible, unless Axis drawing boards and production units can perform an industrial miracle. Air raids on American cities will be largely for sake of morale and propaganda value, rather than military achievement.

Far different is the situation in Singa-

BARREL-BODIED BREWSTER Buffalo fighter has been called by British Far-East pilots "unbeatable for close-quarter combat." The Buffaloes are prime favorites with the Dutch and have proven their superiority in many encounters with the Japs. (Official Navy Photo.)



pore and the Netherlands East Indies. Dutch leaders, knowing that U. S. defenses, including Hawaii, are not subject to prolonged attack, complain bitterly of American "overcaution" in holding thousands of planes at home bases. Two thousand bombers, they say, would hold the South Pacific against anything Japan could show. Less than one-sixth of that number are now on hand.

Since Singapore was another fatal case in the epidemic of "too little and too late," America's air forces and production lines must put forth even greater effort to stamp out the "yellow lava" erupting in the Pacific. And the effort must be made now, while American-designed planes pack the world's strongest punch, while American industry can roll out its mightiest air armada.

Rolling off production lines at a faster rate than the much larger and more complex bombers, American fighter planes are now making their mark on the world's major battlefronts.

Over Far Eastern jungles they are proving more than a match for Japanese bombers and pursuits; over African desert, Russian steppes and the English Channel they have met and stood up to Germany's best.

of information on battlefield planes, American craftsmen have put forth, in the short space of a year, pursuits that have chewed their way through all types of opposition.

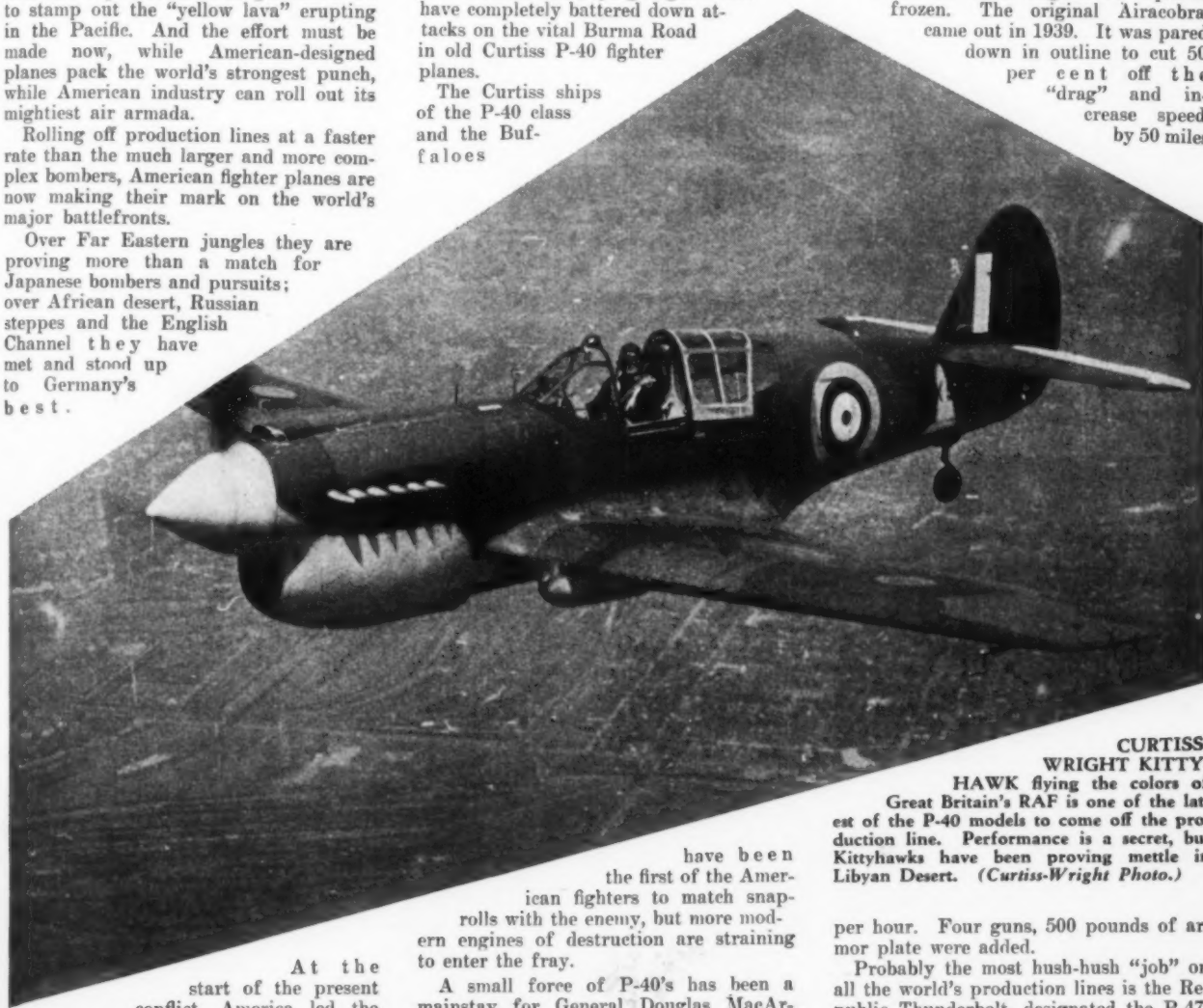
The feared 'Schmidts of the crack Luftwaffe have been shattered by sturdy Curtiss Tomahawk and Kittyhawk fighters of the British Libyan command while barrelhands of the tough, skillful Dutch have been wreaking havoc among the planes of the Rising Sun.

In far off China and Burma American volunteers of the Flying Tigers' unit have completely battered down attacks on the vital Burma Road in old Curtiss P-40 fighter planes.

The Curtiss ships of the P-40 class and the Buffalo

as the finest middle-altitude fighter in the world. It is reputed to have downed highly rated Spitfires in mock combat in Britain. The Airacobra carries more than three-fourths of a ton of guns and ammunition. The 37-mm. cannon mounted in the nose can knock out the world's largest bombers, is a potent weapon against tanks.

Today's P-39's illustrate how improvements are made between the first few production models—frequently mistaken by critics as the end product—and the final model on which large-scale output is frozen. The original Airacobra came out in 1939. It was pared down in outline to cut 50 per cent off the "drag" and increase speed by 50 miles



CURTISS-WRIGHT KITTY-HAWK flying the colors of Great Britain's RAF is one of the latest of the P-40 models to come off the production line. Performance is a secret, but Kittyhawks have been proving mettle in Libyan Desert. (Curtiss-Wright Photo.)

have been the first of the American fighters to match snarls with the enemy, but more modern engines of destruction are straining to enter the fray.

At the start of the present conflict, America led the world in the quality of its bombers, but lagged far behind in the quality of pursuit and interceptor planes. Behind the surge to the fore is a tale of despair, bottlenecks, overtime, hard work, and American ingenuity. Our highest speed pursuits were laggards compared to the hurtling English Spitfires and German Messerschmidts; while our pea-shooter variety armament was woeful compared to the British Hawker Hurricanes, capable of chopping an adversary to bits in a matter of seconds.

But out of the handicap of their lack

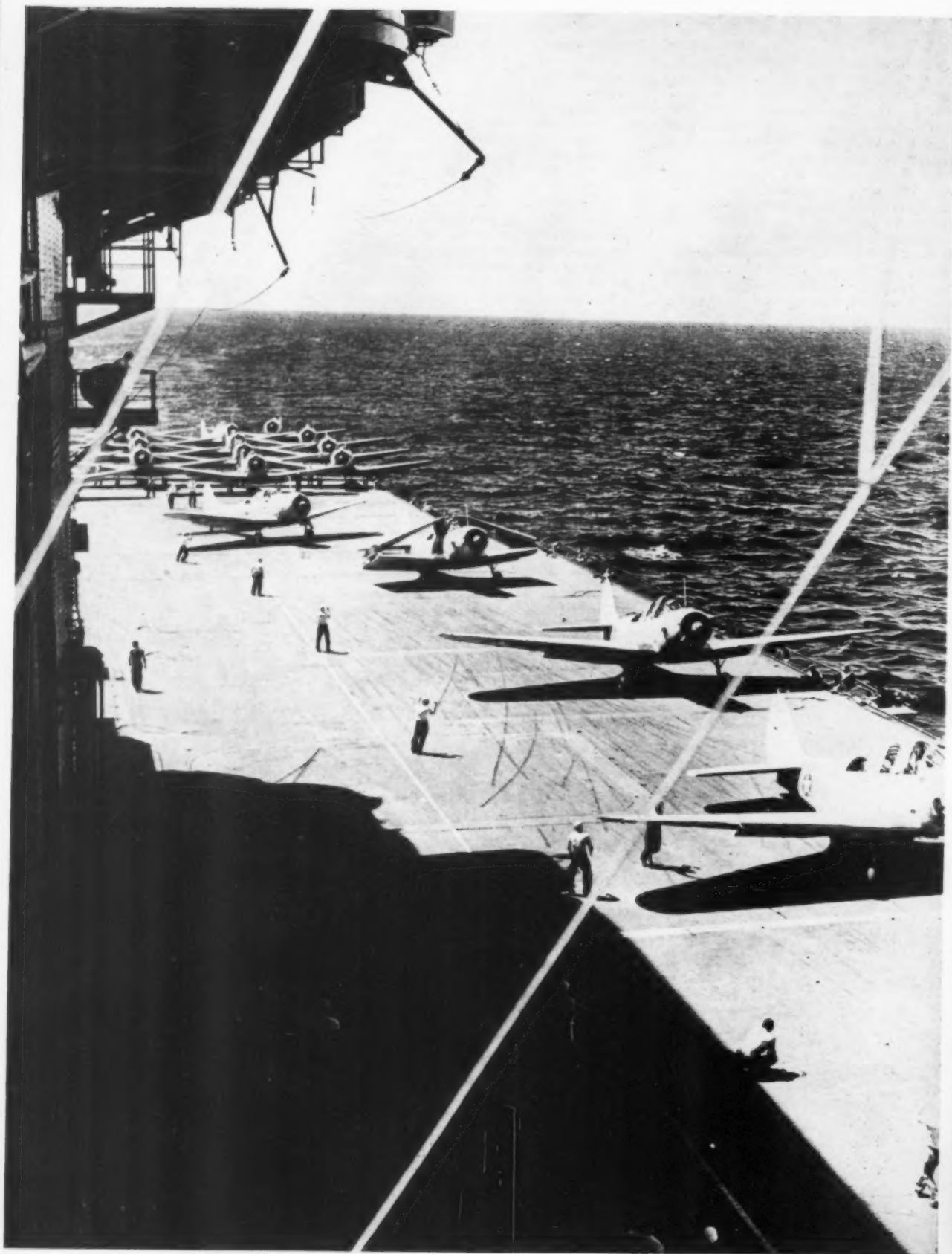
A small force of P-40's has been a mainstay for General Douglas MacArthur's beleaguered army in the Philippines; has knocked down 38 Japanese planes in the first seven weeks of the war, operating nearly always against far superior forces. The P-40's on the fighting fronts have heavy machine guns, armored cockpits, self-sealing fuel tanks. Powered with a stepped-up Allison liquid-cooled engine, these planes and their engines have stood the gaff of war operations under the worst flying conditions.

The P-39, the famous Bell Airacobra, nicknamed the Caribou by the British, is described by ranking United States offi-

per hour. Four guns, 500 pounds of armor plate were added.

Probably the most hush-hush "job" on all the world's production lines is the Republic Thunderbolt, designated the P-47. This ultra-secret crate of dynamite is the army's newest, fastest fighter-interceptor. A tremendous package of power, the Thunderbolt boasts the world's most powerful engine on a pursuit ship—a 2,000 horsepower Pratt and Whitney radial air-cooled. Believed able to outfly and outfight any other known ship, the P-47 carries enough guns to generate at top firing speed an impact equal to the force of a five-ton truck hitting a brick wall at 60 miles an hour.

The Thunderbolt is built to take rough treatment. Long and big-nosed, it weighs





REPUBLIC THUNDERBOLT is the Army's new high-altitude fighter. Powered by a 2,000-h.p. air-cooled engine, the Thunderbolt, designated the P-47, is reported to have done well over 400 m.p.h. (*Republic Aircraft Photo.*)

13,500 pounds, measures 41 feet at the wing tips. It has done 680 miles an hour in a power-dive test, and has stood up under the strain of the pullout without a whimper.

Standing the burden of interceptor work until the Thunderbolt reaches the battlefield is the Lockheed P-38, christened the Lightning by our British allies. The Lightning is said to be the fastest

military airplane in the world. Powered with two liquid-cooled engines, the Lockheed has clawed into English skies at unbelievable rates.

Confusing to the British upon its arrival because of its silhouette similarity to the famed Messerschmidts, the North American Mustang fighter has proved a highly maneuverable ship and extremely delicate to handle. It is another liquid-cooled engined-pursuit with the standard amount of firepower.

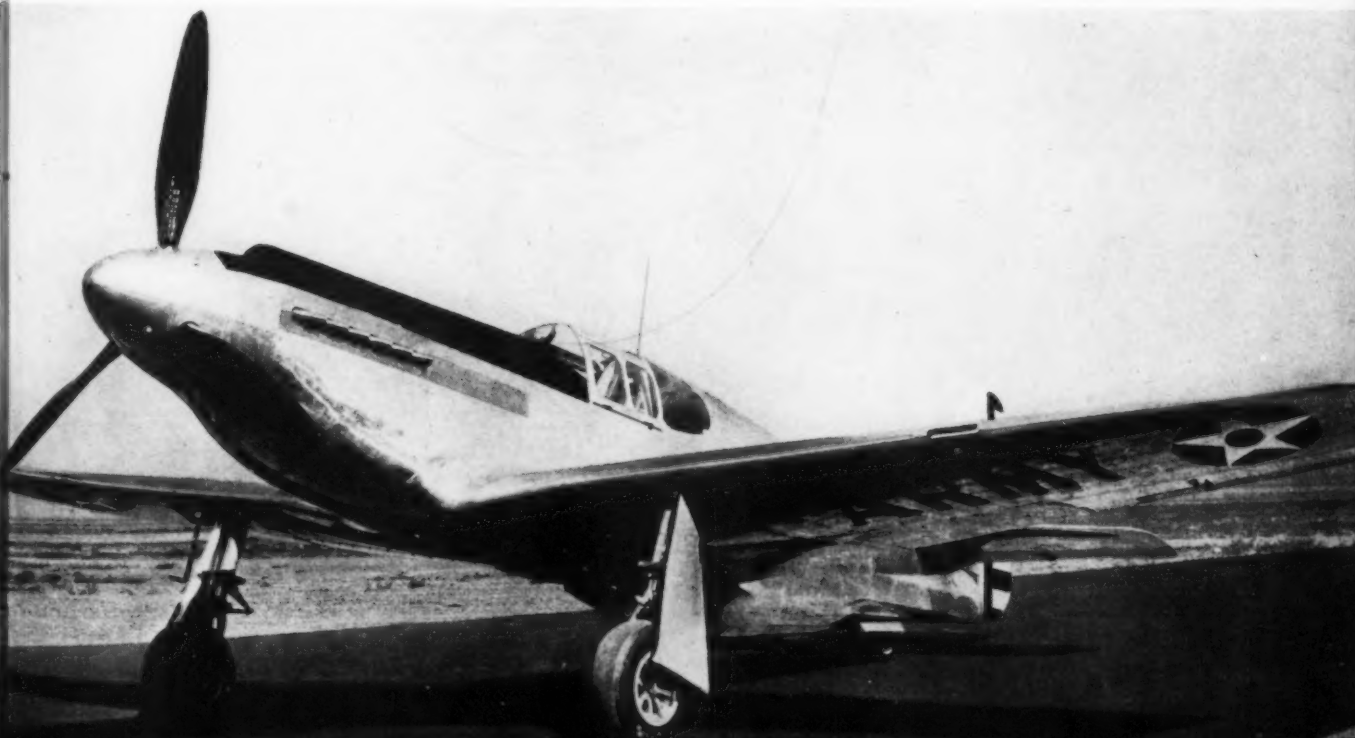
The P-66, or Vultee Vanguard, has proven a tough all-round fighter in the Far East where its top speed is superior to any of the Jap's known types.

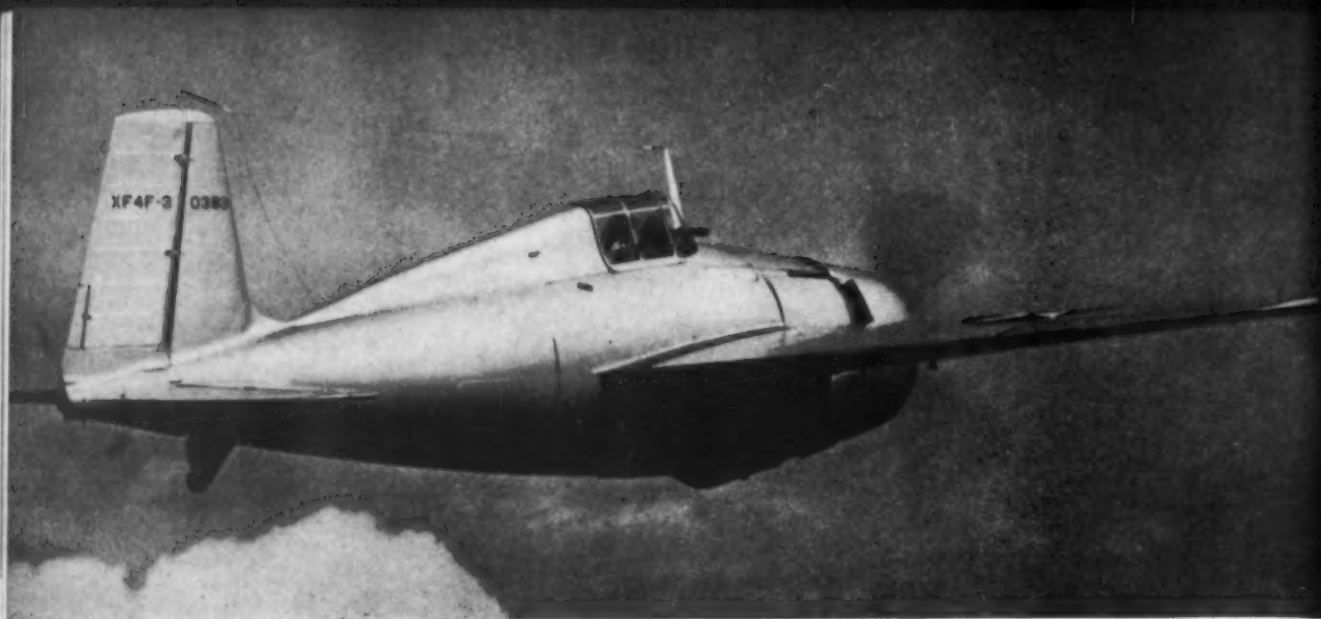
Offensive planes for the Navy must be specially built for ship-board use. The United States Navy is generally considered to have the best-developed shipboard fighters of any in the world. None of the action in which our fleet has engaged in so far has tended to change this viewpoint.

Present outstanding Navy fighting plane is the fast Grumman high-altitude fighter. Named the Wildcat, it proved itself on the heroic stand of the Marines at Wake Island. Four Wildcats returned to the air again and again in the face of overwhelming odds, downed Japanese opponents and even carried bombs enough to

← **TORPEDO BOMBERS** preparing to leave flight deck. Note wings beginning to unfold on third plane as bombers are waved forward by deck crew. (*Official Navy Photo.*)

STRIKINGLY SIMILAR IN design to the famed German Messerschmidts, the North American Mustang has proven a favorite with the hard-fighting pilots of the RAF. (*North American Photo.*)





GRUMMAN WILDCATS in the hands of Marines at Wake Island fought off Japs until overwhelmed by numerical superiority. Has a 1,200-h.p. engine and a top speed of 350 m.p.h. Chunky fighter carries .50 cal. machine guns and fragmentation bombs. (Official Navy Photo.)

sink Japanese warships. The British have used the Grumman, called by them the Martlet, all over the world.

Used by the Navy as a shipboard fighter, the F-2-A has achieved its greatest fame in the land version, the Buffalo. It was used to defend Singapore; has been used offensively in large quantities by the Dutch East Indies Air Force. Armed with .50 caliber machine guns, bullet-

proof windshields, armor-plated cockpit and self-sealing gas tanks, the Buffalo is termed "unbeatable for close-quarter combat" by veteran English pilots in the Far East.

The Vought-Sikorsky F-4-U is the over-water fighting sister ship of the Army's Thunderbolt. It is the Navy's hardest-hitting, most powerful high-altitude interceptor. Designed especially for carrier

operation, its top speed is more than 400 miles per hour. It is powered with a 2,000 horsepower air-cooled engine, is thirty feet long and has a wing span of 40 feet.

Up to December 7, the Army and Navy were dependent on reports from observers for judgment of their fighting planes. Now those planes are being fought by Americans. Their record so far indicates

THE FAMED FLYING GUN platform, or Bell Airacobra, has proven itself the finest middle-altitude fighter in the world. Armed with a 37-mm. cannon, which can be seen protruding from the propeller hub, and numerous heavy caliber machine guns, the Airacobra is claimed to have hit speeds exceeding 400 m.p.h. Plane also affords downward view. (Bell Aircraft Photo.)

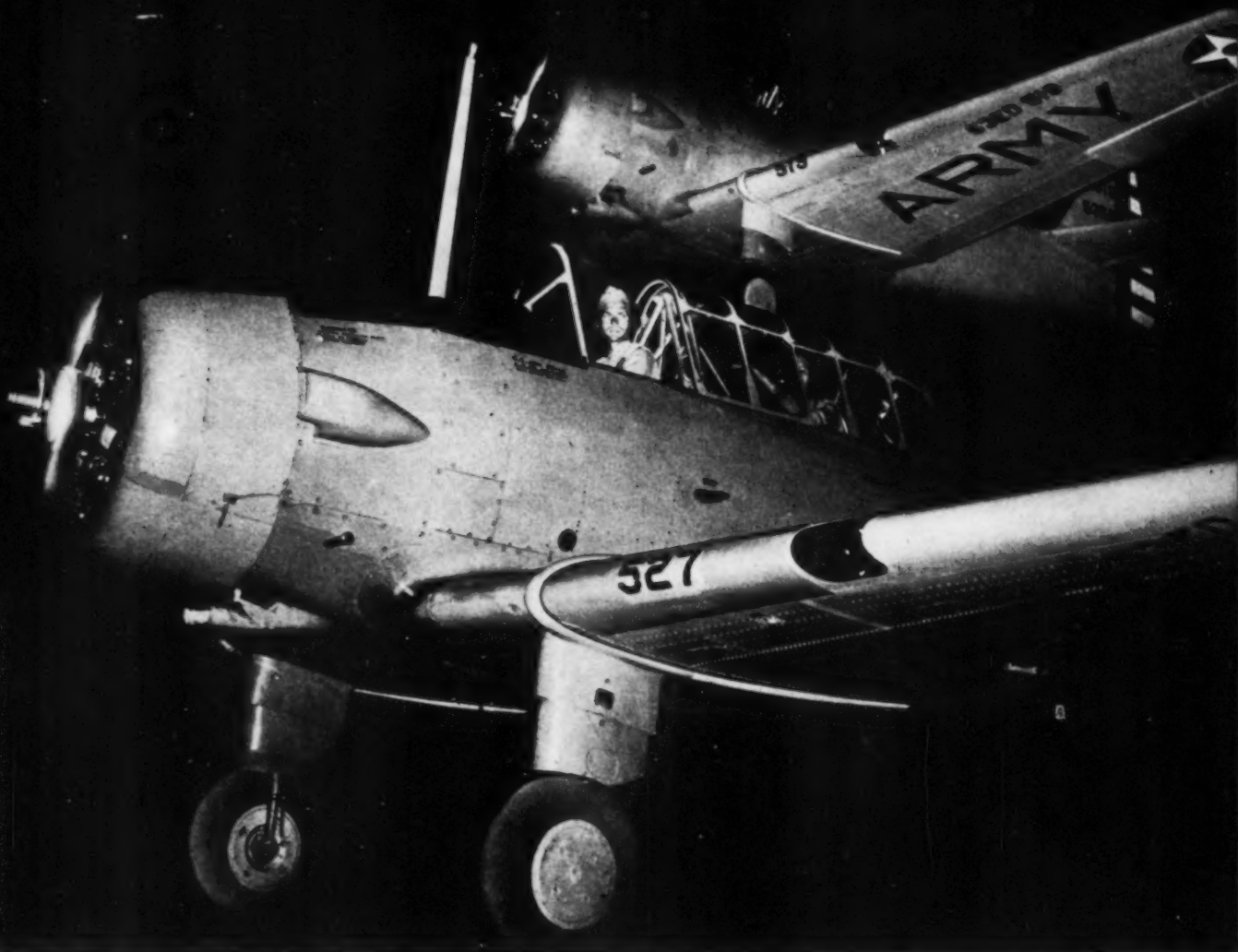


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CADETS AT THE West Point of the Air, Randolph Field, Texas, form echelon during night formation flight training. (Public Relations, Randolph Field.)

that this country can match and better the best the enemy has to offer.

The modern warplane is virtually a "flying gun platform" with cannon, machine guns, and armor.

In regards to superior equipment, the urgent demand for more firepower has

been most frequently brought to the public attention. Firepower means as much to the tactical airplane as the size and the number of guns means to a battleship; and, in combat, can be more important than speed and performance. Actually, this word "firepower" may be

applied to briefly describe an airplane's tactical qualifications.

Increased firepower is a direct outgrowth of the recent increases in speed, caused by the necessities of war—the faster the target, the more shots per second required.

LOCKHEED LIGHTNING INTERCEPTOR-PURSUIT planes, the P-38, called the fastest planes in the world. Can claw into the air at unbelievable rate to intercept raiding bombers. Equipped with turbo-superchargers for high-altitude fighting. (Lockheed Aircraft Photo.)



In actual firepower, the machine guns form the mainstay around which supporting units are installed—those being bombs and cannon. The average machine-gun is capable of firing from 600 to 1,200 of ammunition per minute, depending upon the strength of the drive spring, caliber, ammunition, temperature, synchronizing system if used, and the design and location of accessory equipment, i.e., feed and ejection shutes, ammunition boxes, etc. However, rate of fire must not be misconstrued, as machine guns are rarely fired for a full minute.

The advent of aircraft cannon is not new. As is commonly known, their use was tried during World War I, both as flexible mounted and stationary. In present aerial strategy the rapid-firing cannon is receiving wide acceptance, having rates of fire comparable to machine guns.

The aircraft cannon enables the air-

The manufacture and use of protective armor is an industry in itself, with a history dating back to ancient Greece. In aircraft, armor plating was successfully used in the all-metal Junker planes during World War I and, after being slighted for about two decades, has now become of prime importance.

In general there are two types of armor plating, one consisting of two or more fused plates of different hardness; the other consisting of a single face-hardened plate. In all cases the harder surface is the one receiving the initial impact.

Given these superb American productions, Yankee flyers will quickly clear the skies for the unending streams of troops, transports and supplies so vitally needed now in the battle areas. Every 24 hours our air strength is growing. The Japs have found that even the Filipinos can

the story of the raid in which a battleship or battle cruiser was hit, a destroyer was sunk and several other warships and troop transports were damaged.

I saw all the Flying Fortresses return without damage or casualties. They took the Japanese completely by surprise. Anti-aircraft fire did not begin until the last two American planes were over the target and none of the five Japanese fighters which got into the air was within 10,000 feet of the attacking planes.

FOUR 720-POUND BOMBS

The model 17-D Fortresses arrived at the jungle airport at noon on January 3. Each of them took on 1,000 gallons of gasoline and four 720-pound bombs. Neither mechanical fuel pumps nor bomb trolleys were available at the field and the task of loading the bombers lasted



CONSOLIDATED LIBERATOR four-engined bombers ready for flight to England. These huge craft carry a crew of nine and a load of four tons of bombs. Can cruise 3,000 miles at top speed of more than 300 m.p.h. (Consolidated Aircraft Photo.)

plane to cope with lightly-armored tanks, and as larger calibered aircraft cannon are developed, "panzer" divisions will require heavier armor, consequently decreasing their speed and mobility. When used against hostile aircraft the cannon is far more destructive than the faster-firing machine-gun, as its explosive shells prove effective against self-sealing gas tanks.

CANNON GIVES EDGE TO FIGHTERS

At present the cannon gives the advantage of range to the pursuit and fighter type airplane, but a flexible mounted gun, now being installed on heavy bombers, will probably neutralize this temporary advantage.

fly. They are learning that the Dutch don't argue, and that Dutch flyers are more than a match for any Japanese. In the few details received of American air action in the Far East, it is evident that our men have displayed a superiority in handling their equipment and in outflying the enemy, although the Japs have had a vastly greater number of planes in the air.

Verification of Flying Fortress successes in the Pacific is given in this eyewitness account of a bombing foray off Davao:

Feb. 12.—I saw the fleet of eight American Flying Fortresses take off from a jungle airport near Samarinda, on the east coast of Borneo, for their January 4 raid on Japanese warships in Davao Bay. Until today I was not permitted to tell

until late at night and was finished under the light of torches.

The American crews of the bombers were remnants of a group of many airmen whose aircraft had been destroyed on the ground early in the war. They became a potent flying circus, covering prodigious distances from constantly changing bases. Their specialty was surprise raiding.

The jungle quivered as the fortresses took off in the fading moonlight. Each was manned by three officers and five men. The first of the fortresses returned nine and one-half hours later. The grimy, grinning, hungry crews scrambled out. They reported that at least 40 ships, including about 10 submarines and many transports were in Davao Bay. They decided to concentrate on the warships.



LATEST OF THE famous Curtiss-Wright pursuit line is the P-40F or Goshawk. Note unobstructed view pilot has forward. (Public Relations, War Dept.)

Some of the crews did not see their bombs strike because from a height of 25,000 feet a bomb takes 40 seconds to reach sea level. But fortresses following in the rear of the squadron reported a bomb hit on the stern and another near the funnel of the largest ship which men hove to. Another crew reported the sinking of the destroyer.

The five Jap fighters which got into the air apparently were catapulted from warships, but the fortresses were able to climb above the fighters' range.

The day after the raid the bombers moved on to another field for another attack to keep the Japanese guessing.

That the supply of heavy bombers is a matter of life or death to the United cause in the Pacific is plainly revealed

in the desperate SOS delivered in Washington last month by the Indies Lieut Governor van Mook. First on his list of emergency priorities was planes: Flying Fortresses, Liberators, Marauders. 800 of these delivered at once, 200 to each of the four crucial points of Rangoon, Java, Sumatra, and Darwin, could shatter Jap convoys, as Makassar proved, hold back the yellow tide until the United Nations were strong enough to launch an offensive of their own. To protect the vulnerable Achilles heel of these giants, their take-off and landing points, a thousand fighter planes are needed to hold a minimum number of vital airdromes and clear the skies of Jap interceptors.

Next in importance are anti-aircraft regiments, one for each vital sector. The

craft guns the U. S. could produce, man, Pacific front could use all the anti-air and ship for months to come.

Third on Dr. van Mook's list is naval craft: destroyers, light cruisers, submarines. Had these been available, the half-pint naval escort of the Japs would never have got troops to Amboina, most serious Dutch loss so far.

Of course the job would not be finished by one delivery even of this size. The Navy would have to keep convoying replacements, until Jap inability to keep pace with American production and supply units would leave her hopelessly outclassed, force her to fall back on bases inadequately weaponed, give her a lasting dose of the bitter pill of defeat which the Allies are now having to swallow.



GOSHAWK IS LATEST fighter modification of all Curtiss-Wright P-40 series. Highly maneuverable, and heavily armed, entire P-40 series have proved exceptionally rugged in combat. (Public Relations, War Dept.)



BOMBER COMMAND

Third installment of the Air Ministry Account of the Bomber Command's offensive against the Axis.

On 10th May, 1940, the Germans attacked Holland, Belgium and France simultaneously. For the sake of clarity their operations against the Dutch must first be briefly outlined.

They opened by a bombing attack on the Schipol airdrome, the barracks at Amsterdam and the anti-aircraft defenses nearby. This was soon followed by the descent of parachute troops on key points in and near The Hague, at Delft, Zandvoord, the Hook, Ymuiden, Eindhoven, Dordrecht and on the Waalhaven airdrome near Rotterdam. They succeeded in capturing the airdrome. By the afternoon of 10th May, four major airdromes in Fortress Holland, those at Waalhaven, Ypenburg, Ockenburg and Walkenburg were in German hands, despite the measures taken to deny their use to the invader. The Germans at once begun to land troops in large numbers from troop-carrying aircraft. Two or three airdromes were subsequently recaptured by the Dutch and held for a short period. German aircraft also landed in considerable numbers on the foreshore at Katwijk, Scheveningen and Wassenaar. The result of these air operations was to immobilize one Dutch army corps in Fortress Holland and to secure for the Germans control of the district of Dordrecht and the southern part of Rotterdam. The effect on the general campaign in Holland was decisive.

RAF AIDED DUTCH

The Royal Air Force immediately gave all the aid it could to the hard-pressed Dutch. This record deals only with the part played in it by Bomber Command. Its aircraft were in action within a few hours, but their task was very heavy. The main armies of Belgium, Great Britain and France were hotly engaged with the German invading forces and needed all the help—and more—that it was possible to give. Nevertheless the Dutch were not left to fight in the air unaided. On 10th May, many bombing attacks were carried out on Dutch airdromes in German hands and on the Dutch beaches, the most considerable being those on the Waalhaven and Ypenburg airdromes, on a landing ground near Leyden and on the foreshore near The Hague. Considerable damage was done for the loss of four Blenheims. That night thirty-six Wellingtons burnt the hangars at Waalhaven and destroyed a large number of enemy aircraft on the ground, while a squadron of Whitleys bombed the approaches to Maastricht. A further attack was made on the same

area on 11th May, and on 13th and 14th May, the area around Breda was bombed by Battles from the Advanced Air Striking Force in France and by Blenheims from England. Great stocks of oil were set on fire.

Throughout the few days of the campaign, Bomber Command was constantly hampered as in Norway by lack of information on the situation. This made the allotment of targets a matter of extreme difficulty. So great was the confusion prevailing that on one occasion at least we bombed Ypenburg airdrome at the request of the Dutch Government, although at that moment, unknown to them and to ourselves, it had been regained temporarily by Dutch troops. Our bombing attacks, determined though they were, could not greatly influence the fate of Holland. The number of German aircraft was overwhelming. There were so many that Goring could afford to disregard losses. Sheer weight of numbers achieved once more what it had already accomplished in Poland and Norway. The Dutch Air Force fought with all the stubborn fury for which the men of the Low Countries are justly renowned. It was wiped out in three days. By 13th May, only 10 of the 248 aircraft which went into action on the 10th survived, and by the evening of that day those 10 had been destroyed in an attack on German formations behind the Grebbe line.

Meanwhile the battle was joined in Belgium and France. Before tracing the fortunes of our bomber forces during its progress, the use to which they were to be put must be considered. There are two direct ways in which a bombing force can aid an army on the defensive. It can interfere with the enemy's lines of communications by bombing railways, roads, points of assembly, "bottle-necks," dumps, etc., and it can also in certain circumstances give close support by bombing enemy troops engaged in close action. These possible uses for the British bombing force had been carefully considered and discussed with the French as far back as the spring of 1939, when the seizure by Hitler of Czechoslovakia had made the prospect of a German attack in the West almost inevitable.

PLANS DRAWN UP

At that time the French General Staff were informed without reserve what our strength in bombers was. Plans, based on that strength, were drawn up and accepted by both allies without reserve. The French General Staff made it clear at the outset that their main pre-occupation was the invasion of their country. They viewed with the greatest misgiving any plan by

which bombers were to be used for attacks on German industry and they did not hesitate to say so. In their considered opinion the main, indeed the only, use to which a bombing force should be put was to extend the range of artillery supporting armies in the field. They therefore pressed from the start for the full cooperation of the whole British bomber force in resisting any German invasion of France. This was immediately promised. It was made clear that Great Britain would regard the defeat of the invasion of France as her primary task and that her bomber force would be used to the utmost to help in fulfilling it. At the same time the French General Staff were warned not to expect any very spectacular result from bomber support, since the enemy was superior in numbers and most of our bomber bases were separated by great distances from the area of the battlefield.

DIFFER ON OPERATIONS

The French were deeply impressed with importance of bombing railways. The disruption of enemy communications appeared to them to be the best way in which the bombing force could be of real help. It was pointed out to them that only a strictly limited result could be expected from such a bombardment. It was, for example, useless to bomb anything but junctions and other points vital to the railway transport system of Germany. Moreover, such points would have to be kept under more or less constant attack. This would have required a bomber force vastly larger than that at the disposal of the Allies. The French General Staff also wished airdromes to be bombed with the object of making so many holes in them that they would become unusable. They were not impressed by our contention that this was not an effective or an economical method of "grounding" the German Air Force, all the more so when the large number of airdromes available to the enemy was taken into consideration.

Matters stood thus when war broke out. We immediately fulfilled our promise and despatched the Advance Air Striking Force, consisting of most of our medium bomber squadrons then armed mainly with Battles, to the Rheims area. This force must not be confused with the Air Component, which consisted of a number of fighter, army cooperation and reconnaissance squadrons operating directly under the orders of the Commander-in-Chief of the British Expeditionary Force. The area of Rheims was chosen for the Striking Force because the Battle possessed a comparatively short range and had, therefore, to be placed as close as possible to objectives in Germany. The Battles were also regarded as being the most suitable aircraft available for the direct support of the French army in the event of an invasion. They were put into use for reconnaissance purposes almost immediately. Very early in the war General Gamelin mounted a strictly limited offensive on the Saar front. He asked for the support of the Advanced Air Striking Force and this was at once given.

Here an immediate difficulty arose. For a bomber force to carry out its duties with the maximum of efficiency, an elaborate and detailed ground organization for its direction and control is necessary. Such organization did not exist in France and was only established by the British Air Staff after many technical difficulties had been overcome. The French said definitely that they could not undertake any day bombing by their own air force. Since they did not possess more than forty day bombers this attitude was not surprising. Their aircraft industry, which went into full production much later than our own, concentrated, naturally enough, on the building of fighter aircraft. Great Britain, faced with this deficiency in the French bombing forces, agreed at once and without hesitation to use the Advanced Air Striking Force to bomb the German armies if it became necessary to do so.

The operations of that force prior to 10th May, 1940, consisted entirely of reconnaissance duties. Flights were made by night and day over Germany, but the Battles did not penetrate more than twenty miles, into enemy territory. The photographs they took enabled an accurate picture of the Siegfried Line to be built up. They bore their full share with the French Air Force in the limited offensive operations, already mentioned, undertaken against the Saar. It was during the course of these that on 30th September, 1939, four out of five Battles were shot down in a fight with fifteen Messer-

schmitts over Saarbrücken. Most of their crews escaped by parachute after having accounted for two of the enemy.

ONLY MILITARY TARGETS

Matters continued thus until the German offensive against France began. In the meantime, however, the attack on Norway had caused the French High Command to raise once again the question of the use to be made of our bombing force. On 14th April that Command was informed that, subject to a minimum diversion to Norway, Denmark and Northern Germany, it was intended, should the Germans attack, to use our full offensive strength in the area of the enemy's advance and in the districts east of the Rhine through which his lines of communication and supply would have to run. On the next day the Comité de Guerre ruled that, because casualties might be caused to the civilian population, bombing attacks on enemy concentrations in Germany were not to be made unless the Germans launched them upon the Allies. This decision at once limited the possible objectives to enemy columns on the march. It was pointed out to General Gamelin that such targets were quite unsuitable for our heavy bombers, since they had been designated for an entirely different purpose. General Gamelin remained unconvinced. The German attack opened in force on 10th May, 1940. The Allied Commander-in-Chief still refused to allow objectives in Germany or German troops on the move in their own country to be bombed.

THE PILOT OF a bomber must be imaginative, cool and daring. This young member of the Bomber Command has made countless forays against the Axis.



It was not until the afternoon of the 10th that the Advanced Air Striking Force bombed German columns advancing through Luxembourg and not until the next day that attacks were made on enemy troops and lines of communication by our medium and heavy bombing forces.

DELAYING ACTION

The task of the British bombers now that the battle was joined can be summed up in a sentence. It was to delay and weaken in every way possible the advance of the German mechanized forces and, after these had scored their initial successes, to try and relieve the pressure on the Allied armies sufficiently to enable them first to hold the enemy and then to mount an effective counter-attack. This delaying action by our bombers had been carefully planned. An analysis of German communications and possible lines of advance into Holland and Belgium had been made and the places where these would cross water or some other obstacle had been tabulated. Special maps had been prepared and issued to the British and French Air Forces. By a system of secret reference points they enabled the bombers of either force to be easily and rapidly directed by means of a signal to any area or objective at will.

The center of gravity, the direction and the extent of the enemy's advance were discovered by reconnaissance; and the information thus obtained, combined with the delay imposed on the enemy by all arms, of which the bombers may have been the most important, enabled the French armies to reach and establish themselves in their previously selected positions north of the River Meuse.

In fulfillment of the general plan, the heavy bombers were used at night on the enemy's communications and supply centers, while the Advanced Air Striking Force operated in daylight until its casualties became too severe. Its task was to carry out lowflying attacks against enemy columns, road junctions and railways. It went into action immediately. While in the Maastricht area the Blenheims made numerous attacks on the crossing over the Meuse and on troops advancing along the road to Tongres, the Battles bombed enemy columns, which were discovered on the move

through Luxembourg. The casualties they inflicted were heavy, but they lost nearly half their number, mostly to anti-aircraft fire. They were to lose many more by action of enemy fighters. The heaviest casualties were suffered on the 12th, 14th, and 17th May.

To understand the operations of our bombing forces, it is necessary to refer from time to time to the progress and direction of the German thrusts on land. These were powerful and continuous. By mid-day on 10th May, the Germans had held up the French attempt to advance in Southern Luxembourg and were pressing on into Belgium over undestroyed bridges near Maastricht. They had captured Fort Eben Emael by parachute troops and were thus threatening Liege. On the 11th they attacked the Albert Canal position in flank with mechanized divisions coming from Aix-la-Chapelle and in front with troops which crossed the northern part of Dutch Limburg and moved on Hasselt. Matters stood thus when on 12th May it was learned that two bridges across the Albert Canal to the west of Maastricht had not been destroyed and that the enemy was pouring across them. A squadron of

Blenheims was detailed to bomb the crossings. They delivered their attack from 3,000 feet in the face of very heavy anti-aircraft fire. Their experienced leader afterwards described it as the heaviest he had not only encountered but imagined. On approaching the target the squadron broke formation in order to run in upon it from several directions, the bombs falling when the leader spotted enemy fighters about to attack out of the sun.

He immediately called on his squadron to regain formation, a maneuver of great difficulty and danger because of the heavy anti-aircraft fire. They did so at once and faced the fighters, which were driven off by their concentrated fire. Eight out of the twelve Blenheims, every one of them hit, returned, their task accomplished. The same objectives were also attacked on that day by six Battles. The crews which manned them were chosen by lot, since everyone had volunteered. They went in low, disregarding the enemy fighters above and the A.A. fire below. Five of the six were shot down. The sixth crashed on fire inside our lines, the pilot having instructed his crew to jump. One end of the bridge was demolished. Two Victoria Crosses

were awarded to the crew of the leading Battle. The bridges were temporarily out of action, but this did not suffice to stop the German advance. By the close of that day, heavy fighting was going on in the Ardennes and the Belgian Army had been forced to retire from Tonges. On the 13th they had retreated some twenty miles in the direction of Tiremont. Attacks on Longwy at the northern end of the Maginot Line had, however, been repulsed by the French. The British Army, together with much of the French Group of Northern armies, had made contact with the right of the Belgian line. Next day, the 14th, was disastrous to the Allies. The Germans broke the French Ninth Army defending the Meuse and crossed the river, thus making a breach in the line between Sedan and Dinant. This meant that the Allied armies in Eastern Belgium were in imminent peril of being outflanked.

The Germans crossed the Meuse at two places, one of them near Sedan. At first it seemed possible to destroy the bridges they were using with a comparatively small force of aircraft. Six Battles made

INJURED MEMBERS of bomber crews stumbled through the German lines to safety during the battle of Flanders.



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**SCREAMING
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These crack
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the first attack about 5 a. m. All returned, the pilot of one being wounded. Shortly after about 7:30 a. m., the attacks were renewed by four more Battles, and hits were claimed on a pontoon bridge near Sedan. All four got back safely. The situation, however, continued to deteriorate, and by 2 p. m., a much larger force was standing by to attack this and four other bridges between Mouzon and Sedan. Sixty-seven Battles started off soon after 3 p. m. Thirty-two returned. The rest had fallen victims to intense A.A. fire and to the German fighters, which were so numerous that they could not all be driven away. Two pontoon bridges were destroyed, another damaged, and two permanent bridges—one at Mouzon, the other at Sedan itself—received direct hits. During the days following, six crews of the Battles filtered back to their base. These included a pilot, wounded in two places, who yet succeeded in swimming the Meuse, and an observer and an air gunner who had tended their wounded pilot for more than twenty-four hours, only leaving him when he died. They also got across the Meuse to safety.

TEMPORARY EFFECT ON NAZIS

These and other attacks of a similar kind showed that, when a determined effort was made, it was possible to destroy a bridge though casualties among the attacking aircraft would be heavy. The effect, however, of such action against so well organized a foe as the German Army was only temporary. To seize the opportunity created by the destruction of a bridge called for strong and immediate action on the part of the land forces in order to exploit and maintain the break. Otherwise only a short respite was gained and the bravery displayed by the bomber crews was rendered of little account. This was what happened at Sedan. The bridges were broken; so were the French.

Once over the Meuse, the Germans hastened to exploit their success. By 16th May the forward elements of the British Army were back on the main position on the River Dyle with the Belgians on their left, the Germans were pouring through a wide gap on the right of the 1st French Army which lay on the British right and were attacking Avesnes and Vervins more than forty miles west of the Meuse. They had now reached open country, and new targets had therefore to be attacked by our bombers. These consisted of troop concentrations, armoured vehicles and convoys of transport, which soon came to be the only targets attacked in daylight. At night railway junctions, marshalling yards and oil dumps in Western Germany and overrun Belgium were bombed repeatedly; but the German advance continued. By 19th May the enemy had reached the Oise-Aisne Canal and the famous Chemin des Dames in the south, and to the north the line of the Scheldt held by the British Army, which had gone back to it from the Dyle. During the next three days the Germans pushed on, despite a British counter-attack near Arras on 21st May, and reached the sea at Le Touquet.

Throughout these days the Advanced Air Striking Force attacked them repeatedly, inflicting heavy casualties on men and vehicles. The most successful of these operations were the bombing of tanks and motor transports near Berneuil and Puisieuz on 22nd May, the attack on an enemy column blocked on the road between Abbeville and Hesdin on 25th May and the bombing and machine-gunning of another column on the Amiens-Doullens Road on 28th May.

Blenheims from England shared in these operations, working at high pressure and sustaining heavy losses. The most severe occurred on 17th May, when twelve of them were sent to attack tanks and troops near Gembloux. A few miles from the target the Blenheims, flying in two formations of six, met intense and very accurate A.A. fire. This caused them to open out, and they were then attacked by Me. 109's. These shot down ten of them, one more being destroyed by fire from the ground. Not all the crews were lost. Several were up wounded and two returned eventually to their base in England—one from Amiens in an Anson engaged on ferry work, the other from Paris in an aircraft belonging to the regular passenger service.

An attack on 22nd May may be mentioned as an example of good planning and careful execution. The objectives was the headquarters of a German mechanized division at Ribecourt. The Blenheims arrived in the owl light and, before any gun fired, they had dropped a dozen two-hundred-and-fifty-pound bombs and seventy-two forty-pounders on the center of the target, which was obliterated.

Two factors added to the difficulties met with by the Battles and Blenheims. Owing to lack of timely information, it was often impossible for them to be given exact targets, which meant that they had to find them for themselves. This increased the risk of casualties. There were also the civilian refugees. These streamed along, mingled with the enemy columns in unbelievable confusion. The orders were that they should not be bombed, and our pilots took great risks to avoid doing so. This living screen was of great assistance to the enemy, and he deliberately exploited it.

It is unnecessary to describe the military operations in further detail. By 29th May the Germans had penned the British Army in the area around Dixmude and Armentieres while Lille, the last French stronghold in the north, fell on 31st May. The first phase of the battle ended with the lifting of the British and much of the French Northern Army from Dunkirk. The second opened on 5th June and endured until the French sued for an armistice on the 17th.

"OPERATION DYNAMO"

An important part was played by our bombers, especially the Wellingtons, between 27th May, and 4th June, while "Operation Dynamo," the code name given to the evacuation of Dunkirk, was proceeding. They labored night after night to put down a curtain of bombs round

that port, and their efforts were particularly vigorous towards the end, when the French Northern Army was being taken off. The Royal Navy were finding it very difficult to carry on in the face of the enemy's heavy artillery bombardment and asked for bomber support. At short notice a considerable striking force was collected and despatched which, according to the signal from the Admiral in charge of Operation Dynamo, carried out its work most efficiently and was a vital factor in the success achieved.

CASUALTIES HEAVY

So heavy were the casualties suffered by the Advanced Air Striking Force in the early stages of the battle—they amounted to over forty per cent—that after a few days it was decided to continue to use it in daylight only for those operations essential for providing immediate support to the armies. All other tasks were performed at night. The result was very materially to reduce the casualty rate, though the intensity of their effort remained almost the same. During the three weeks which followed the 23rd May, the sorties of the Battle squadrons were only a fraction below what they had been in daytime. They were used at night primarily against such centers of communication as Givet, Dinant and Charleville, and also against fuel and ammunition dumps at Libramont, Florenville and elsewhere. They attacked concentrations of motorized infantry and tanks concealed in the woods of St. Gobain, Gault and in other places, as well as advanced airdromes such as those at St. Hubert and Guise, which were used by the enemy's dive bombers. They showed themselves able to locate all these targets at night, often in very difficult conditions, and they inflicted damage which was undoubtedly appreciable.

The report of an R. A. F. officer who was captured by the Germans in France towards the end of May, and subsequently escaped, says, "an opportunity of inspecting a railway station and marshalling yard on the Somme shortly after it had been bombed, and there is no doubt that the damage was terrific. Trucks and engines had been lifted bodily off the track, and thrown on their sides; many of them had been set on fire, the permanent way had been torn up, railway lines buckled. . . . The general appearance was utter chaos and confusion and reminded one of H. G. Wells' film 'The Shape of Things to Come'."

During the campaign the airdromes of the Advanced Air Striking Force were attacked by the Luftwaffe, but never very heavily. The most serious damage was the destruction of five Battles on an airdrome near Rheims and of six Blenheims at Vraux. They were victims of a low-flying attack, but the Lewis gunners of the ground defense shot down at least eight of the enemy aircraft and the attack was not repeated. The comparative lightness of the attacks on airdromes is probably to be explained by the fact that the enemy's air force was mainly employed

(Continued on page 63)



THE SHAW BLOWS UP. A comparatively new destroyer of the *Mahan* class, the *Shaw* evidently suffered a direct hit in the Pearl Harbor attack. For a few moments flames roared from her funnels, then the magazines caught. Believed a total loss, the *Shaw* steamed to San Diego with a stub bow for further repairs.

PACIFIC BATTLE STATIONS

Good news from the South Pacific has been scarce this month. The Japs have continued the raising in history's biggest stud game, and winning on almost every turn of the cards. Yet there was still a good chance that the Allies would draw out on them. The United victory at Makassar Strait showed we had an ace in the hole.

It wasn't all a matter of luck. The little men in glasses have turned out to be anything but funny as they filtered relentlessly down Malaya and across into Burma. They left little to chance in

well-timed bombings and landing parties in the Indies. They have thrown a tremendous amount of power, both man and machine, onto four different fronts, skillfully unreeling thousand-mile-long supply lines.

They ran off complicated maneuvers like a well-coached, fast light team, passing over, around, and behind their opponents. Against them the United Nations looked like a giant collection of All-Stars who had never played together before. Man for man they were better fighters than any six Japs. But caught off-guard by an opponent who broke all the rules, they were taking a terrific beating.

SIX DAY BATTLE

The six-day running battle of Makassar Strait showed that given anything like an even break in manpower or material, United forces can blast the Japs off the map. And elsewhere on the farflung



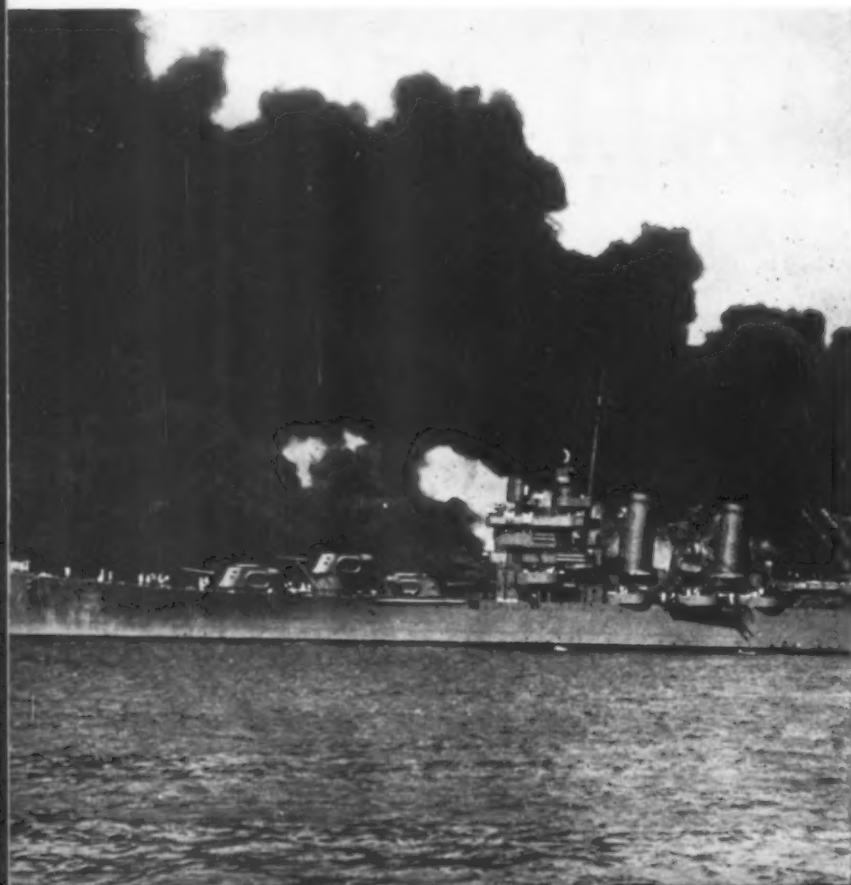
CinCPac Chester W. Nimitz delivered the first U. S. blow at Gilbert, Marshall Isles.

Just before the battle of Makassar Strait, in which U. S. and Allied naval and air forces destroyed a large amount of Japanese shipping, Admiral Thomas C. Hart, USN, Commander in Chief of the U. S. Asiatic Fleet, issued the following order:

"Submarines and surface ships will attack the enemy, and no vessel will leave the scene of action until it is sunk or all its ammunition exhausted."



ILLLOWING SMOKE POURS from the stricken *Shaw*. Note the hose lines pouring water in the damaged craft at the extreme left. Lower—A light cruiser, undamaged, with all masts at battle stations, steams out past the burning *USS Arizona*.



front, the AVG "Flying Tigers" in China, MacArthur's miracle men, the Aussies before Singapore, the indomitable Dutch, all have shown that with odds against them no greater than 8 or 9 to 1 in planes, men or ships, they could outfight the Japs any day, anywhere.

The question was: How soon would the folks back home get mad enough to forget the fancy uniforms and get in there and pitch with both fists flying? How soon would even a hundred of the thousands of planes, tanks, and men promised in the President's message arrive? Would they get there while they could still get through to Singapore, Java, and Sumatra? Or would they have to wait in Australia, watch Japan take over the Indies?

Parlor strategists who spent the weeks after Pearl Harbor asking, "Where is the Fleet?" got early answers in reports of U. S. destroyers and planes knocking off Jap transports in the Indies. First direct retaliation for losses at Pearl Harbor, after Colin Kelly's sinking of the "Haruna," came on Jan. 12 when U. S. heavy bombers scored direct hits on a Jap battleship, sank a destroyer, and hit other vessels of a concentration off Davao, heading for an invasion of Borneo and the Celebes. The same battlewagon was set afire a few days later, and probably sunk, but rest of the Nipponese fleet steamed on to capture Tarakan, meeting fierce resistance from Dutch defenders, who, after sinking 2 Jap destroyers and a landing sloop, destroyed all oil fields, refineries, and military facilities before evacuating.

JAP FIFTH COLUMN

Meanwhile Jap transport and parachute troops, some dressed as civilians, moved in on Manahassa, rich garden-spot panhandle of Celebes, where a fifth column of Jap "farmers," merchants and fishermen had been filtering in for years. At the important city of Manado, they captured large supplies of food and a good air base, threatening Amboina, second largest Dutch air base in the Indies. Lockheed Hudsons scored direct hits on 2 cruisers and shot down several Jap planes, but could not halt the invasion.

Then a lone U. S. sub, operating less than 100 miles off Tokyo, sank 3 Jap ships, helped even the score of merchant vessels torpedoed off the U. S. coast. Another sub had already sunk a 17,000-ton Jap superliner, possibly convertible into an aircraft carrier.

On January 20, Lt. Bulkeley sneaked one of the Navy's new torpedo boats into Subic Bay, sank a 5,000 ton ship. Two weeks later two young officers turned the trick again, torpedoed a warship and returned safely, doing a much better job than Japan's 2-man subs at Pearl Harbor.

By Jan. 21, U. S. armed action had accounted for 35 Japanese ships—2 battleships, 1 cruiser, 5 destroyers, 5 subs, and 22 other transport, merchant, or supply ships.

But like a well-trained octopus, Jap army tentacles kept coiling around the Indies. They stretched east to Rabaul,

in Australia's New Britain, which yelped excitedly on spotting a fleet of eleven Jap ships offshore, and then fell ominously silent. Another yellow coil twisted ashore in New Guinea and the Solomon Islands off the coast of Australia. Air raids grew heavier on the Bismarek and Admiralty Islands.

Westward the Jap octopus sucked in Tavoy in Burma, and writhed toward Moulmein. (See map on pp. 36 and 37 to follow Jap strategy against United concentration centers.)

In Malaya the beak advanced, slowed up a few days at a time by bad weather, fighting Australians, or Flying Fortresses. But United efforts to stop the process were like sniping at a sea-monster with a .22. Men and materiel, planes and pilots were too few. Japs met death by the thousands, but squeezed on by sheer force of numbers.

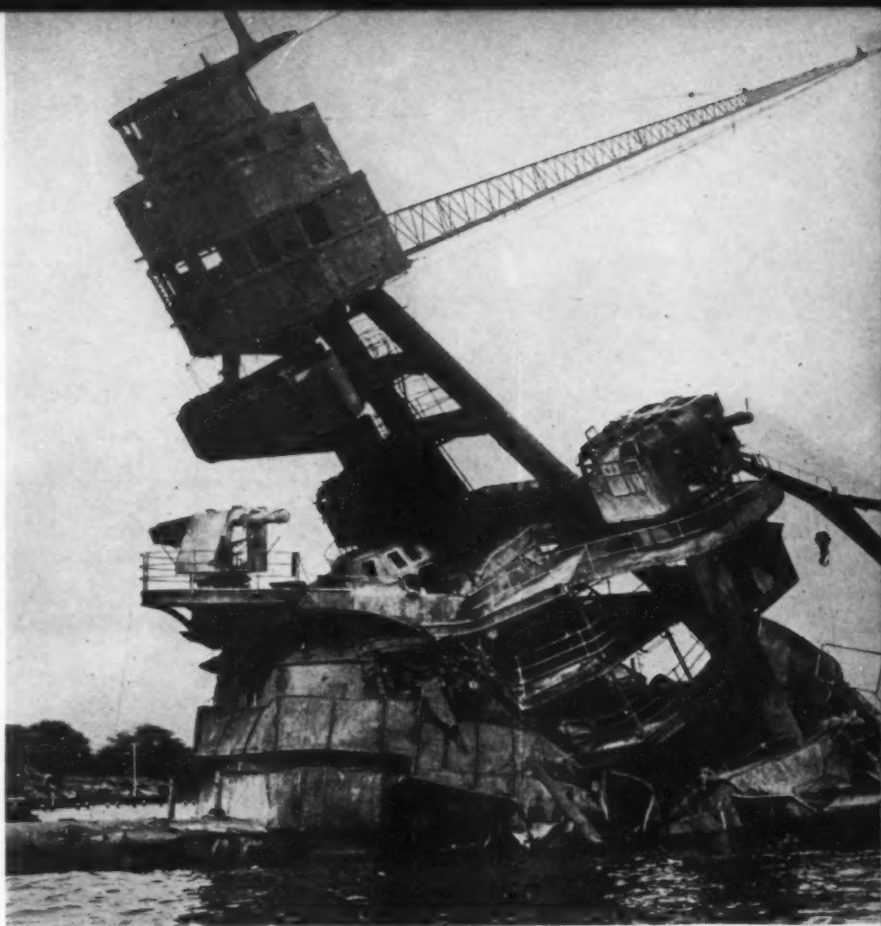
Individual feats of United fighters were spectacularly heroic. Total net results, up to Jan 25, were practically nil, except for Chiang Kai-Shek and American volunteer flyers in China. These AVG's kept the Burma Road open by sheer brilliance of flying and fighting spirit, with outdated planes against far greater numbers of Japs.

Secretary Knox asserted that the Navy was operating in high gear, belying Tokyo reports that half the Pacific Fleet was "crippled" at Pearl Harbor. Truth was that brilliant feats of evacuation from Cavite and other bases had built up a sizable squadron acting in close co-operation with British and Dutch units, all under command of Admiral Hart, who recently was succeeded by the Dutch. But these ships could not be based at Hawaii, 4,000 to 5,000 miles away from the scene of action. It took reinforcements and supplies, except for big planes, weeks to skirt the Jap-controlled western Pacific and arrive in Australia or the Indies. Japan could bring hers down in a few days.

SOS FOR MARINES

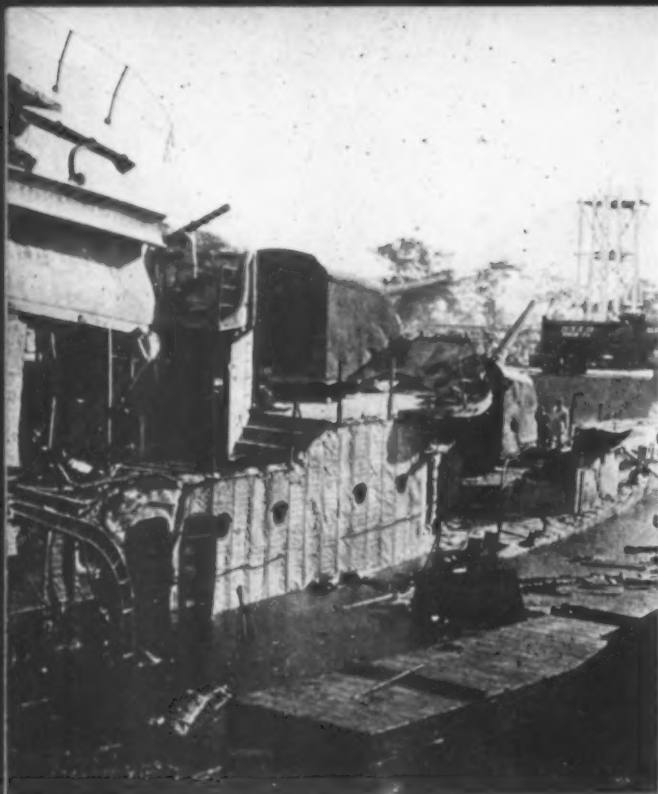
So people stopped asking "Where is the Fleet?" as people stop talking about a man who has lost his shirt on Wall Street. The Dutch fought on, tight-lipped. Using American planes based in secret jungle airfields, they accounted for a half dozen supply ships and a few warships. The Australians, with the Japanese dragon just across the alley, yelled to Uncle Sam for the Marines, and to Uncle John Bull for Saint George, the dragon-killer, to come chop-chop.

As tension increased, something had to pop. The Japs decided to push their luck, double the stakes. From bases on Taiwan (Formosa) and captured Davao in the Philippines, they assembled an invasion fleet of some 100 ships, including a battleship, aircraft carriers, cruisers and destroyers. About 100,000 soldiers were aboard, with orders to take over the south ends of Borneo and Celebes, capture or construct air bases. Then planes could strike across the few hundred miles of Java Sea at the heart of



NOTE TWO OF *Arizona's* guns still pointing into the sky—evidence that the crew got in a few licks before their once-great fighting ship was turned into a flaming hulk. Lower—Wreckage of the *Shaw* lies next to dock which probably was burned in ship's funeral pyre.





DESTROYER USS DOWNES shows buckled plates from the terrific flames that swept over her. Note the USS Cassin, another destroyer, in about the same condition behind the Downes.



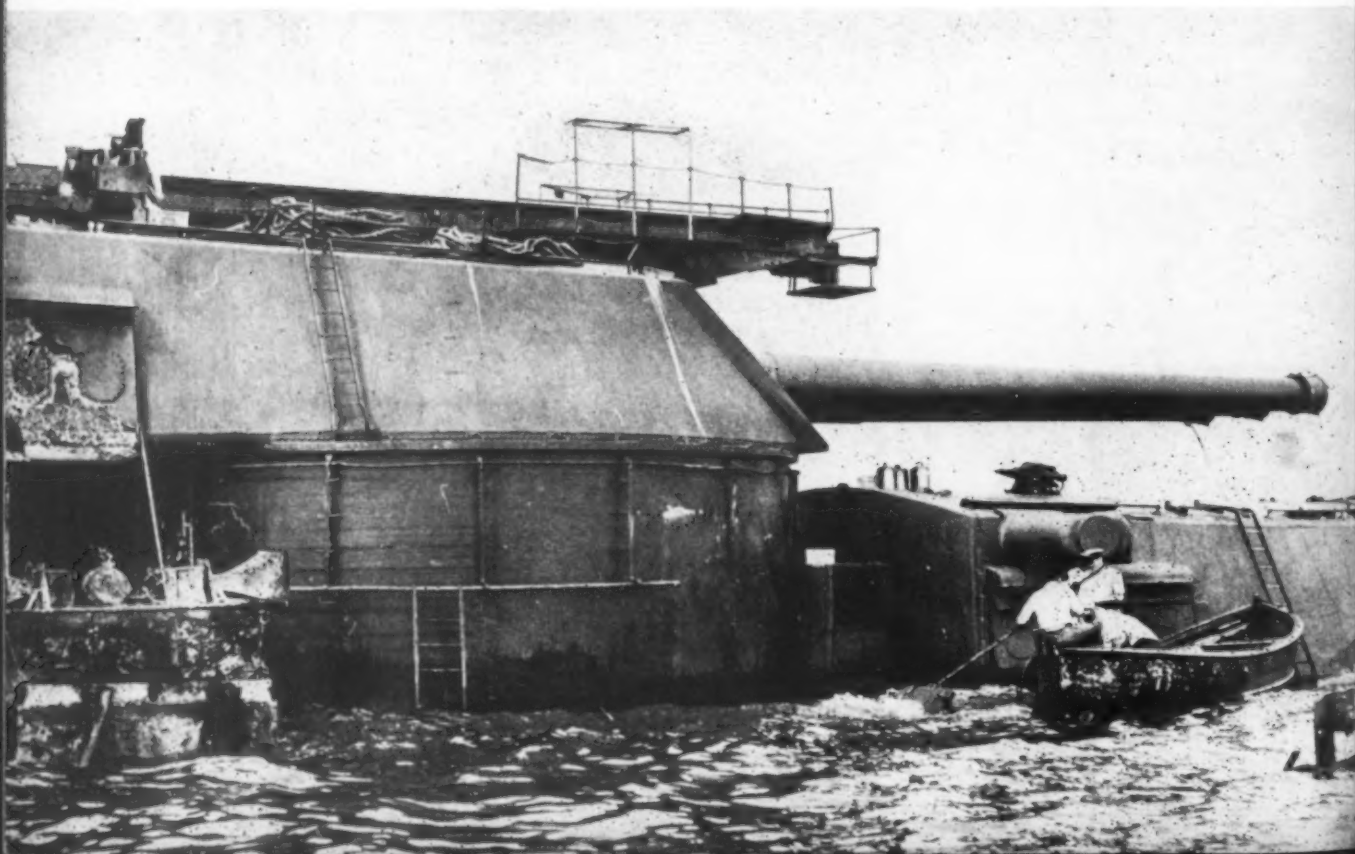
THIS CHARRED and twisted mass of metal was all that remained of the Arizona when the firing was over. Bomb that passed down the funnel blew the giant in two.

the United Command in Java: Soerabaja, the only big naval and air base left to us north of Australia.

To get there, they had to run the gauntlet of Makassar Strait, a 400-mile passage 70 to 150 miles wide, fringed

with tricky shoals, swept by heavy squalls and swift currents, patrolled by U. S. and Dutch planes.

DIVERS WORKING AROUND powerful aft turrets of the battleship USS Arizona. Big guns will probably be salvaged and installed for defense of Pearl Harbor.



On Jan. 23 the armada poked its nose into the north end of the strait. It was hit at once by American-made bombers flown by Dutchmen. One ship was sunk, 7 damaged.

TIN CANS MOVE IN

Under cover of night, United Pacific Fleet destroyers steamed into action. Moving in to close range before opening fire, both gunners and torpedo marksmen scored direct hits, while Dutch bombers swooped overhead. One large enemy ship (probably an aircraft carrier), blew up. Two more smaller warships were sunk, three others damaged. The American squadron was practically unscathed when it sped back into the night, its only casualties four wounded.

Inside dope from an eyewitness of the first night's battle revealed how superior American strategy out-tricked the tricky Japs:

"Now that the crippling effects of the

into a rainstorm, which made visibility exceptionally bad.

"All four American ships immediately executed a complete about-turn and steamed back southward. The American destroyers immediately closed with the enemy, steaming full speed ahead at the middle of the line.

"By then darkness had fallen. The destroyers broke through the line, firing furiously at the Japanese warships. Then they swung north and raced between two lines of Japanese ships, but going in the opposite direction. The Japanese failed to see them turn and continued their course. Thus the Americans were able to come down in full force on the unprotected Japanese transports. They made full use of their hard-won advantage, sinking several."

The Japs were too far from their nearest bases at captured Tarakan or Menado to turn back. They headed in for the Dutch oil shipping port of Balikpapan on

lately moved in to engage the attackers. A Dutch sub sank another destroyer.

At this stage of the action, the U. S. had not lost a single ship or plane. Part of what we owe the Japs for Pearl Harbor had been repaid with compound interest.

Dutch observers reported heavy ack-ack from the Jap navy, which looked like fireworks and was just about as effective. The convoy also carried an elaborate balloon barrage rising a mile and three-quarters above the decks of the larger ships. This also failed to slow the United troops.

Ashore in Balikpapan outnumbered Dutch land forces fought bravely, destroyed airdromes and oil tanks, flooded the harbor with blazing oil before falling back into the interior. After the Japs had occupied it, raids by United planes hit transports and a cruiser in the harbor. Only a few planes and badly aimed ack-ack opposed them, until



THESE WRECKED CATALINA patrol planes at Ford Island were unable to get into the air to ward off the Jap's attack. Note huge crane clearing runway of damaged craft.

naval and air battle of the Straits of Makassar have been made plain by the Japanese, I am able to reveal that the main factor in the set-back to the expeditionary fleet was the daring action by four American destroyers against superior Japanese naval forces.

"One evening towards dusk the destroyers sighted a Japanese cruiser sailing south through the straits near the Borneo coast. The destroyers turned towards it. As they approached they spotted a line of three Japanese destroyers behind the cruiser, then another cruiser and finally two more destroyers. On the shore side of the warships were a number of Japanese transport ships laden with troops and equipment.

"The Japanese warships swung completely around and chased the American destroyer northward, leaving the transports they were protecting completely uncovered. As the pursuit continued through the night the Americans ran

the east Borneo coast.

But in the morning, the United destroyers were back, this time with cruisers, Flying Fortresses, at least two subs, one U. S., one Dutch. In the four-day fight which followed—largest naval surface engagement of the war—the Japs took the worst shellacking given any convoy in World War II.

Five transports were knocked off the first day; thousands of Jap fighting men met death in the steaming, oily, shark-infested waters.

The U. S. sub torpedoed another aircraft carrier, reducing the air protection of the rest of the convoy. Seven Flying Fortresses sank two transports, shot down five out of twelve Jap fighter planes with no loss to themselves.

Dutch planes (four bomber patrols and two fighter flights) kept high their deadly rate of exchange by setting afire 2 cruisers, a destroyer, and a battleship, as Japan's big convoying warships be-

came a Jap aircraft carrier appeared on the scene and put 20 of its notorious Zero type planes into action. Five of these were shot down; only one Dutch bomber was lost.

DODGING IMPOSSIBLE

Rest of the convoy stumbled on at a speed of less than 9 knots, knowing the worst was yet to come in the narrow, reef-edged channel, where dodging was impossible, east of Little Paternoster Islands.

Bombers and surf ships continued their pounding of the shattered convoy, now at an estimated 60% of its original strength. Exact results of the last days' battling are not known, but it is obvious that the Japanese plans were smashed irreparably. They failed to thrust ashore at Bandjermassin or Makassar, were

(Continued on page 64)



Wildcat



The United States Marine Corps has added another inspiring chapter to an already illustrious record in their valiant defense of Wake Island. Grumman is mighty proud of the contribution made by F4F-3 "Wildcats" in this heroic effort.

GRUMMAN AIRCRAFT ENGINEERING CORPORATION • BETHPAGE • LONG ISLAND • NEW YORK

GIST

OF THE MONTH'S NEWS

Every American service man should know clearly why we are fighting, what we are fighting for, and the basic facts concerning the war to date.

TRENDS

- Jan. 14 - Feb. 13—U-boats sink 29 ships off U. S. east coast: one a day
- Jan. 13 - Feb. 1—Greatly outnumbered in air and on land, British retreat in Malaya
- Feb. 10 - Feb. 15—British, Japs battle on Singapore Island
- Jan. 13 - Feb. 15—Russians continue to push Germans back on central front
- Jan. 24 - Feb. 7—Axis forces drive back across Libya almost to Tobruk
- Jan. 15 - Feb. 15—Japan extends rule over 700,000 sq. mi. of South Pacific
- Dec. 7 - Feb. 15—American volunteer fliers in Burma knock off nearly 200 Jap planes
- Jan. 4 - Feb. 15—MacArthur stands fast on Bataan Peninsula

BLOW-BY-BLOW

- Jan. 16—U. S. sub sinks 17,000-ton Jap liner-aircraft carrier
- Jan. 17—U. S. sub sinks 3 ships off Tokyo Bay
- Jan. 18—1,235 Wake Island prisoners arrive in Yokohama
- Jan. 20—Russians capture Mozhaik, base of Nazi attack on Moscow
- Jan. 21—Lt. Bulkeley in motor torpedo boat sinks 3,000-ton ship in Subic Bay
- Jan. 23—Japs attack Australian territory of New Britain
- Jan. 24—Navy Dept. declares some Axis subs sunk off East Coast
First day of battle of Makassar Strait
- Jan. 25—Pearl Harbor report: Army and Navy heads responsible
- Jan. 26—Thailand declares war on U. S., stabs at Burma Road
- Jan. 27—A.E.F. lands in Ulster (Northern Ireland); Eire protests
- Jan. 28—Russian recapture 79 more cross-roads from Nazis
- Jan. 29—Last day of battle of Makassar Strait
Texas coast blacked out as subs sighted offshore
Pan-American Conference at Rio closes; all but Argentina, Chile break with Axis
- Jan. 30—Churchill receives 464-1 confidence vote in British commons
U. S. Navy plane: "Sighted sub, sank same"
American forces sent to Sierra Leone, near Dakar, Africa
- Feb. 1—British abandon Malaya
Japs take Moulmein in Burma
Chinese defeat Japs in 5 day battle near Canton
- Feb. 2—U. S. Pacific Fleet smashes Jap bases on Marshall Islands
- Feb. 3—MacArthur scores big victory at Bataan, aided by Marines
- Feb. 5—Only half of promised U. S. war goods is reaching Russia
- Feb. 6—Air-borne reinforcements aid Nazis, out-number Russians
- Feb. 7—S-26 reported sunk at 301 ft. by collision off Panama

- Feb. 9—"Normandie" burns at dock
- Feb. 10—Japs open battle for Singapore
Admiral Hart, ill, succeeded by Dutch Admiral Helfrich
- Feb. 13—3 German warships run through English Channel fog to join home fleet
- Feb. 14—U. S. troops arrive in Java
Mediterranean closed to Allied shipping
- Feb. 15—Singapore surrenders

DOUBLE OR NOTHING

The \$4 Question: How long can MacArthur hold out?

As long as the main front in Indies requires most Jap men, planes, transports. Japan cannot fight all-out on more than one front, is spreading forces dangerously thin. Bottled-up Bataan is no threat, merely an annoyance, to wide-spread Jap campaign. Food for U. S. forces is running low, but Corregidor stores and probably some flown in by plane should keep them going. Chief headaches to Japan are loss of "face" and fact that Manila is useless as naval base. As MacArthur put it: "They have the bottle, but I still hold the cork."

The \$8 Question: Is the Nazi retreat in Russia a trick?

No question but that Nazis intended to withdraw to a winter line, there to build up for spring offensive. But Reds seeming to be rushing them far beyond originally intended posts: Novgorod, Mozhaik, Orel, Kharkov. Losses have been too heavy, fighting too severe for this to be a phony campaign. Hitler will undoubtedly strike back in Spring. Russians are gaining ground while the snow flies.

The \$16 Question: Where will Hitler strike next?

That depends on Jap success in Indies, resulting displacement of British fleet. Hitler is already well informed as to British fleet movements, as shown by successful escape of 3 big ships from Brest when British removed squadron from home waters to reinforce Mediterranean. In trying to make navy cover Atlantic, Mediterranean, Indian Ocean, South Pacific, outguess Hitler and Yamamoto, British are

literally between the devil and the deep. Hitler will strike wherever British offer weakest front: Gibraltar? Malta? Egypt? Turkey? Britain itself?

The \$32 Question: Can we hold the Atlantic?

Axis U-boats sank ship a day during January. Recent reinforcement of German fleet by 3 big warships totalling 62,000 tons makes danger to Atlantic convoys even more acute.

On other hand, at least 3 new destroyers, 2 cruisers were launched from U. S. shipyards. If not sent to South Pacific, where they are also badly needed, they may help keep balance of power. U. S. problem now is to make 1½ ocean navy cover 2½ oceans until production lines make up the deficit. Germany, with far less production facilities, must strike now or never.

We are in for period of bad news in the Atlantic, while British are busy holding Mediterranean against Axis thrusts.

The \$64 Question: After Singapore, what?

Allies will try to hold Rangoon-Batavia-Darwin line, nullify Jap gains. Japs will drive all-out against heart of Indies: Sumatra, Java, try to capture Rangoon and cut off Burma Road lifeline to Chiang Kai-Shek's armies. No likelihood of immediate invasion of India or Australian mainland, except possible token bombings.

Allied supplies must travel 7,000 to 10,000 miles to battlefield; Japan's, only 3,500. Renewed U-boat campaign and reinforced German fleet will try to gain control of Atlantic and Mediterranean searoutes. It is the darkest hour for United Nations.

(See p. 36 for map and further world strategy discussion).

THE LINE-UP

United Nations

U. S. A.	Mexico	New Zealand
Australia	Honduras	Dominican
Brazil	Norway	Republic
China	Panama	Nicaragua
Canada	Ecuador	Poland
India	U. S. S. R.	South Africa
Belgium	Great Britain	Yugoslavia
Cuba	The Netherlands	Uruguay
Peru	Costa Rica	Paraguay
Greece	Czecho-Slovakia	Colombia
Guatemala	El Salvador	Venezuela
Haiti	Luxembourg	

The Axis

Manchukuo	Thailand	Italy
Rumania	Vichy France	Bulgaria
Slovakia	Germany	Finland
Spain	Japan	Hungary

WHOSE FAULT?

Published report of 5-man investigating commission headed by Supreme Court Justice Roberts including former CINCUS Reeves, Admiral Standley (new ambassador to Russia), placed official blame for Pearl Harbor disaster squarely on Army and Navy area commanders.

Evidence revealed that attack on Oahu was no surprise to many govt. authorities, who as early as Jan. 1941 sent warning of Jap attacks.

Sec. Knox to Sec. Stimson, Jan. 24, 1941: "If war . . . with Japan, it is easily possible . . . a surprise attack upon Pearl Harbor."

War and Navy Dept. dispatches Oct. 16, warned of "possibility of an attack." Nov. 27, Chief of Staff to Gen. Short: "This dispatch is . . . a war warning."

CINCPAC was warned Dec. 3 and 4 to destroy confidential documents; Japanese were already destroying theirs. At 0630 on fateful Dec. 7, message was on way from Washington indicating immediate break in relations with Japan.

Still no joint conference for emergency measures was taken; the two armed forces kept their own counsel, had no unified plan. Business was strictly as usual when the Japs struck, timed to the minute by a devastatingly efficient spy network.

Although the Army's aircraft warning system was shut down, according to orders, at 0702, a non-com on practice duty detected swarm of planes 130 miles north. He reported this to a lieutenant at central information sector, who assumed planes were friendly, took no action, since flight of Flying Fortresses was expected in.

Even earlier, at 0630, Navy auxiliary "Antares" sighted a suspicious object in prohibited waters off Pearl Harbor, summoned Navy patrol plane and destroyer Ward, which sank what proved to be a small sub. P. H. was notified at 0712, but no alert was sounded.

The anti-torpedo net around Pearl Harbor had been opened at 0458 to let in two minesweepers, stayed open until 0840. First bombs fell at 0755.

Spies evidently tipped off waiting Jap fleet that there was no patrol in the sky, enabling carriers to sneak in close.

Army planes were drawn up in huddled rows, ready for flight on four hours' notice. This massing of planes was to centralize counter-sabotage activities, but it made possible destruction of most of our air forces before they could leave the ground.

The commission found that all Army and Navy posts were properly manned, all men in fit condition, discounting stories of excessive drinking and weekend liberty.

Espionage and 5th column activity were almost unchecked, thanks to anti-wiretapping law (since repealed), which permitted spies free contact with Tokyo. Eye witnesses reported Japs signaling from roof tops, tending carrier pigeons, obstructing civilian defense mobilization. Some aviators shot down were Honolulu high school pins—just schoolboys out for a lark!

Hawaii's large Jap population, thousands of them loyal Americans, makes touchy 5th column issue there. Equally loaded with dynamite was the West Coast with Jap aliens, right next door to vital defense areas. Both Dies Committee and FBI warned that another Pearl Harbor could be pulled here. Result: hundreds of Japs, caught with the goods in govt. raids, are already in camp. All enemy aliens may be evacuated to interior.

Publication of anxiously-awaited Roberts report had curious effect on American public. Definite placement of blame seemed to make everyone else feel less responsible, caused noticeable let-down in civilian war effort. Worried Congress gladly laid blame on "general smugness of the American people."

For the report told only part of the truth. Who else was to blame may never be known. Public opinion does not seem to care.

Informed leaders are far more worried by present "we'll win anyhow" shut-eye than by "it can't happen here" star-gazing before P. H. They wish they could find the right tack to apply to seat of John Q. Public's britches and jump him into action before he loses them to Axis.



HOW SINGAPORE FELL

On Feb. 1, British abruptly withdrew from losing Malaya, retreated to Singapore Island, blew up causeway. In following 10-day lull British moved guns pointing uselessly out to sea, reinforced shores of shallow Johore Strait with machine guns, pillboxes, barbed wire, were unable to dig trenches, soon water-filled, flooded straits with blazing oil. Japs, under cover of jungle, massed for 3-way assault (see map), took uncontested possession of fortified Ubin Island.

Artillery battle began Jan. 9. Japs claimed their engineers, under cover of barrage, swam out to blasted causeway, took measurements, assembled material. Next night they repaired it enough to send troops and tanks pouring on to the island. Thrust from west captured Tenga air-drome, drove toward Tin Hill, high central point (530 ft.)

British inner defense ran from Navy Base on north to Singapore City, swung

west to include precious reservoirs. Battle raged here for three days.

Jap strategy was series of pincer movements, biting off entire west end of island, converging at Tin Hill. Then they struck due east toward Changi's red-hot 18 in. guns (world's largest), cut direct water supply. Other half of pincer flanked guns at Pasir Panjang, drove south to capture Blakang Mati, sealing harbor.

Ring of steel was thus forged around City. Hand to hand fighting raged through suburbs, as Empire troops fell back, harassed by dive-bombers, tanks, artillery. Tokyo three times claimed city; British fought on. Hitler sent Tojo congratulations while Singapore radio still broadcast music, news, declaring, "We will never surrender."

On fifth day of ceaseless fighting, exhausted troops, denied water, sleep, reinforcements, hopelessly outbombed and outnumbered, finally surrendered, first major British army to do so since 1916 (in Turkey, after Gallipoli campaign).

UNDER THE RISING SUN

Jap treatment of prisoners and civilians in occupied territory hardly lives up to pleasant promises made in propaganda and leaflet campaigns. Four weeks after occupation of Hong Kong, a million Chinese were deported to already overcrowded mainland, 5,000 aliens removed to concentration camp.

Captured troops were denied water, food for two days. There were no latrines and no tools to make them with. The men were finally fed two bowls of poorly cooked rice a day. There was only one water faucet for the entire camp, and no way to boil water. In the first 11 days 200 cases of dysentery were reported.

In Shanghai, Tientsin, Peiping, U. S. Marine officers and enlisted men are reported forced to draw Japanese soldiers through streets as "rickshaw boys." Others are set to digging ditches, repairing roads, cleaning streets under yellow overseers. American missionaries are made to do the work of house servants.

This is part of a systematic campaign to lower white people in eyes of the Chinese, make China more ready for peace with Japan. Through Thailand's premier, and by direct appeal, Tojo is constantly begging Chiang Kai-Shek to give in, releasing half a million Jap troops to serve against India, Australia, or Russia.

Bolstered by big new loans from U. S. and England (money talk is the only voice the United Nations have raised so far above the roar of Jap guns and dive bombers), even more firm in his resolve to win through to a united, free China, Chiang has turned a deaf ear to all peace offers.

Jap treatment of already occupied China shows what he can expect. All paying businesses supply stocks, banking funds are confiscated, poured into Jap war treasury. Private homes are looted at bayonet point; rape and torture cases are reported. Cheap opium dens, sing-song girl establishments are opened under military license to dope Chinese resistance, catch Chinese money. Jap troops flood occupied territory with fresh printed paper currency, not worth its weight in rice husks. The Chinese dollar now equals 5 or 6 cents in American money; only British and American loans keep it going at all.

Chinese coolies work as forced laborers growing rice for Jap troops by day, but slip out for crippling guerrilla attacks on same troops at night. Like situation is fast developing in Luzon, where Nippon's efforts to win over Filipinos by leaflet campaign to a "Quisling" government under Aguinaldo seems doomed to failure. As Chinese do not forget Nanking, Filipinos do not forget Jap occupation of Manila, with widespread looting, strangling of normal life, repression of civil rights, machine-gunning of native villages.

All white people in Manila have been virtually imprisoned in their homes, on

threat of death if they appeared in the streets.

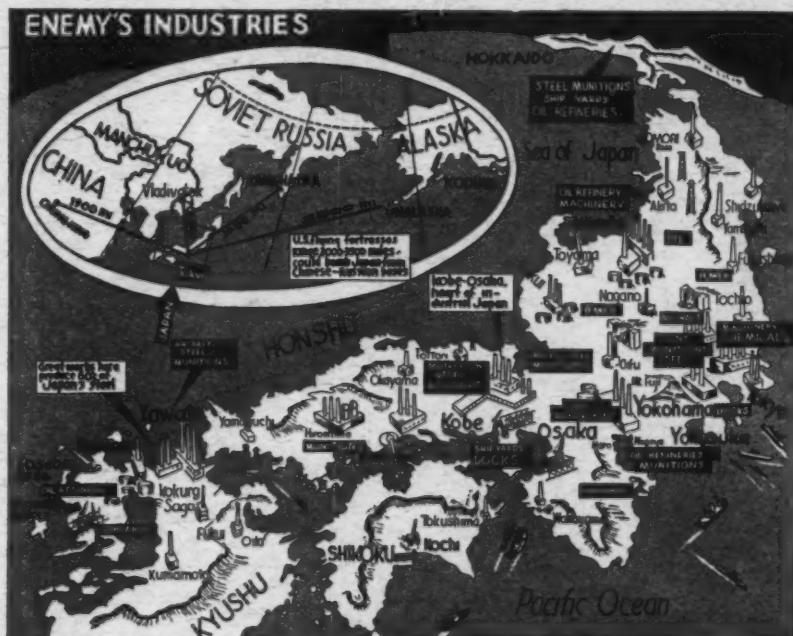
Four American machine-gunners captured near Lingayen were stripped, ordered to run, then fired on (a favorite Nazi concentration camp pastime). They escaped by falling flat, pretending to be dead, then crawling to safety.

Another prisoner was tortured, shot, tied to a burning villa, and left to his fate by looting Japanese soldiers. A friendly Tamil Indian cut him loose, and he escaped down a nearby river, although he had never swum more than 20 yards before.

Treatment of prisoners moved to Japan itself is good. To save Jap "face" at home

and abroad, authorities are making public display of honorable treatment of war prisoners, which include an estimated 1,235 from Wake, 442 from Guam. Of these about 450 are Marines.

Shortwave broadcasts by Marine officers in prison camps in Japan sound almost dictated in their agreement that "we are well treated . . . have good beds and good food . . . feeling fine . . . anxious to see you in the States." Frequent pauses in broadcast may have indicated censorship, static, or indecision by speaker. Listeners were surprised at absence of any undertone of ill-feeling. Theory that men were doped before broadcasting seems unsound.



WHY DON'T WE BOMB TOKYO?

Map shows not only Japan's great industrial development, but reveals tempting target for sustained air-raids in her crowded cities and production zones, all concentrated within an area smaller than the state of New Mexico. Unlike Germany, Japan could be knocked out in a week of assault by heavy bombers, if we had the bases.

Nearest U. S. bombing base is Dutch Harbor, 2,550 miles from Tokyo. Pearl Harbor is 3,400. Most usable bases for attack are U.S.S.R.'s Vladivostok (700 mi.) and Petropavlovsk in Kamchatka (1,400 mi.), which Russia keeps well armed, strictly neutral. Russia would probably like to take a crack at Japan, but can't afford to open hostilities on another front. Neither can Japan, so long as she is tied up in China. But peace with China would mean war with Russia, so Chiang Kai-Shek must be kept going—on this, British, U. S., U.S.S.R. all agree. Chinese bases are only 1,700 miles from Tokyo, but bombers would have to

cross well-patrolled, heavily armed territory, probably be forced to dump load before reaching target.

Same answer applies to "Why don't we help MacArthur?" Map on p. 36 shows Jap control over two thousand miles of Pacific between Pearl Harbor and embattled Bataan. We might send in a few long-range bombers or bring out a limited number of valuable men. But risking transports through sub-infested, plane-patrolled waters would be suicidal.

So troops were sent to Ireland, Aruba, Africa, to replace British forces on guard, which in turn were shuttled to Mediterranean or South Africa, releasing still other units to be rushed to Australia and the Indies. This elaborate replacement system by United Command avoided long transport voyages, but left junction spots weak. Well-informed Axis leaders were quick to strike as troops were shifted in Libya, Aruba. When we have enough men, planes, bases, it will be our turn.

AXIS WORLD STRATEGY

Fall of Singapore was starting gun for Hitler's race against U. S. production lines. All winter he jockeyed for position, withdrew troops from Russia for all-out spring Mediterranean campaign aimed at eventual grab of Iraq and Iran oil fields, clear pathway to Indian Ocean, cutting of London to India, Australia, Russia supply lines.

Meanwhile Japan, after taking Dutch Indies and blocking Burma Road, would probably like to call a halt, consolidate her "Greater East Asia Co-Prosperity Sphere." But Japan is riding the tiger and dares not get off. She will probably bomb Australia and India, launch naval attack on big British bases in Ceylon, clear Indian Ocean for Axis shipping, get Indies oil through to Hitler.

Another Jap move may be toward Madagascar, large French island straddling London-Capetown-Bombay supply route. If Vichy does not enter war on Axis side, Japan may repeat her Indo-China performance, move in without benefit of treaty.

In the Atlantic, the resurgent German fleet will give both British and U. S. convoys plenty of trouble.

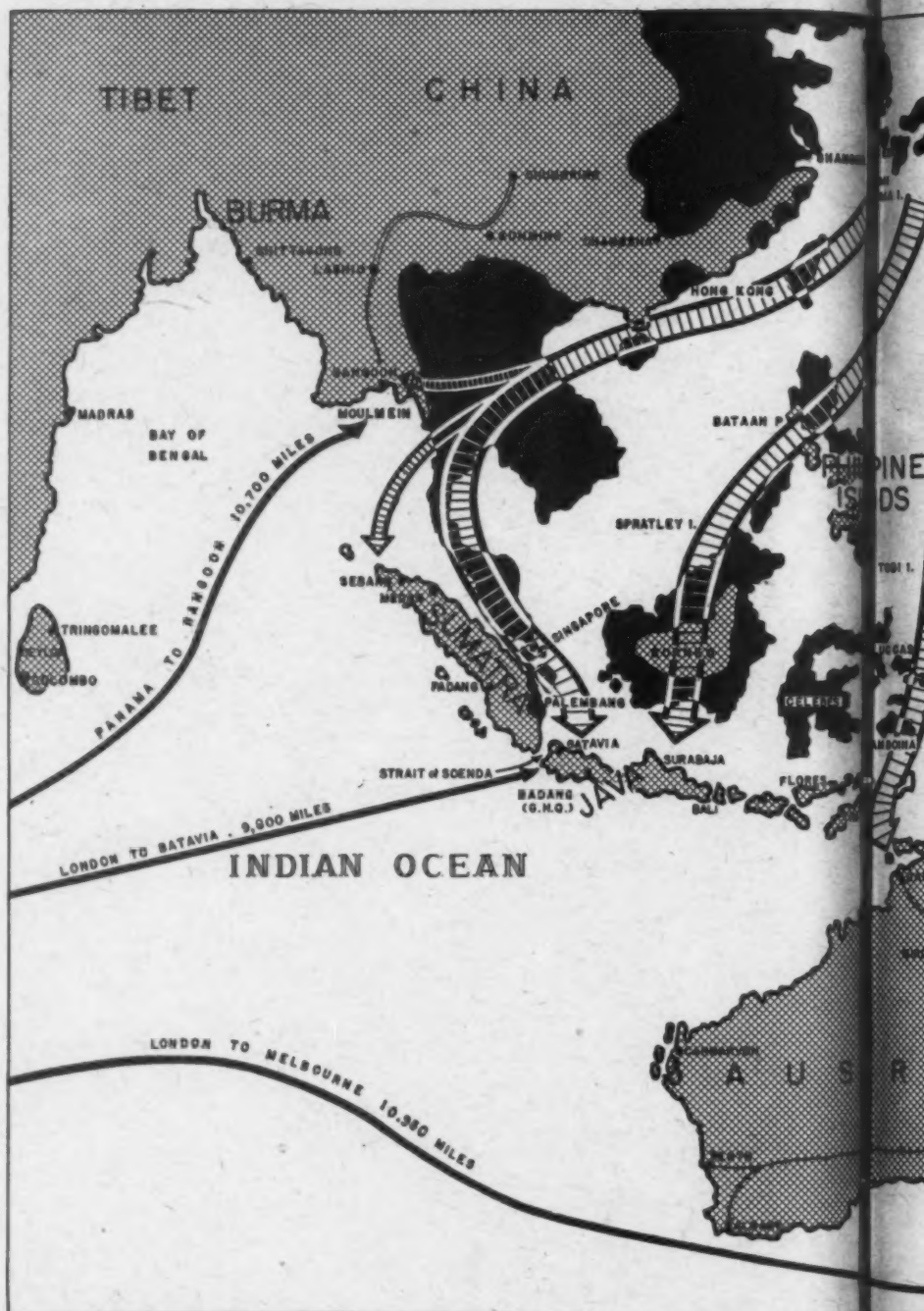
Certainly United supply lines are now in greatest danger. If the 3 routes from London, Panama, Latin America to Australia and Rangoon are cut, the Axis axe will have split the British Empire roughly in two, isolated the Americas and Australia from Eurasia. Japanese victory in Burma and India would push Western influence out of Asia from Suez to Hawaii.

Two best bets for eventual United success are Russia and China. If the USSR, bridging Europe and Asia, can be kept fighting Hitler, the world may not yet be split in two. Strongest supply lines to Russia now run across North Atlantic to Archangel, or around Africa to Iran, where truck and train carry supplies overland to Russia's booming Ural factory sector. War with Japan has cut the line to Vladivostok, put Alaska on spot as possible invasion point.

Since we have been at war ourselves, U. S. has sent few supplies to USSR, left her without an ambassador for weeks, resulting in considerable Soviet coolness toward us. Hitler will probably make them a peace offer some time this year. We cannot afford to let Stalin accept it.

China is to Asia what Russia is to Europe, the hinge, too wide to be cut off, which keeps open the door of United cooperation. If the Burma Road, which American fliers are fighting desperately to keep open, should be shut off, and Chiang Kai-Shek's armies isolated with all of Japan's military might thrown against him, only active aid by Russia can save China. From the United viewpoint, if not from Stalin's, active war between Russia and Japan would be the best news of 1942. But it is unlikely; Russia is waiting for Japan to drive the British out of Asia before making a move.

United engineers are working feverishly



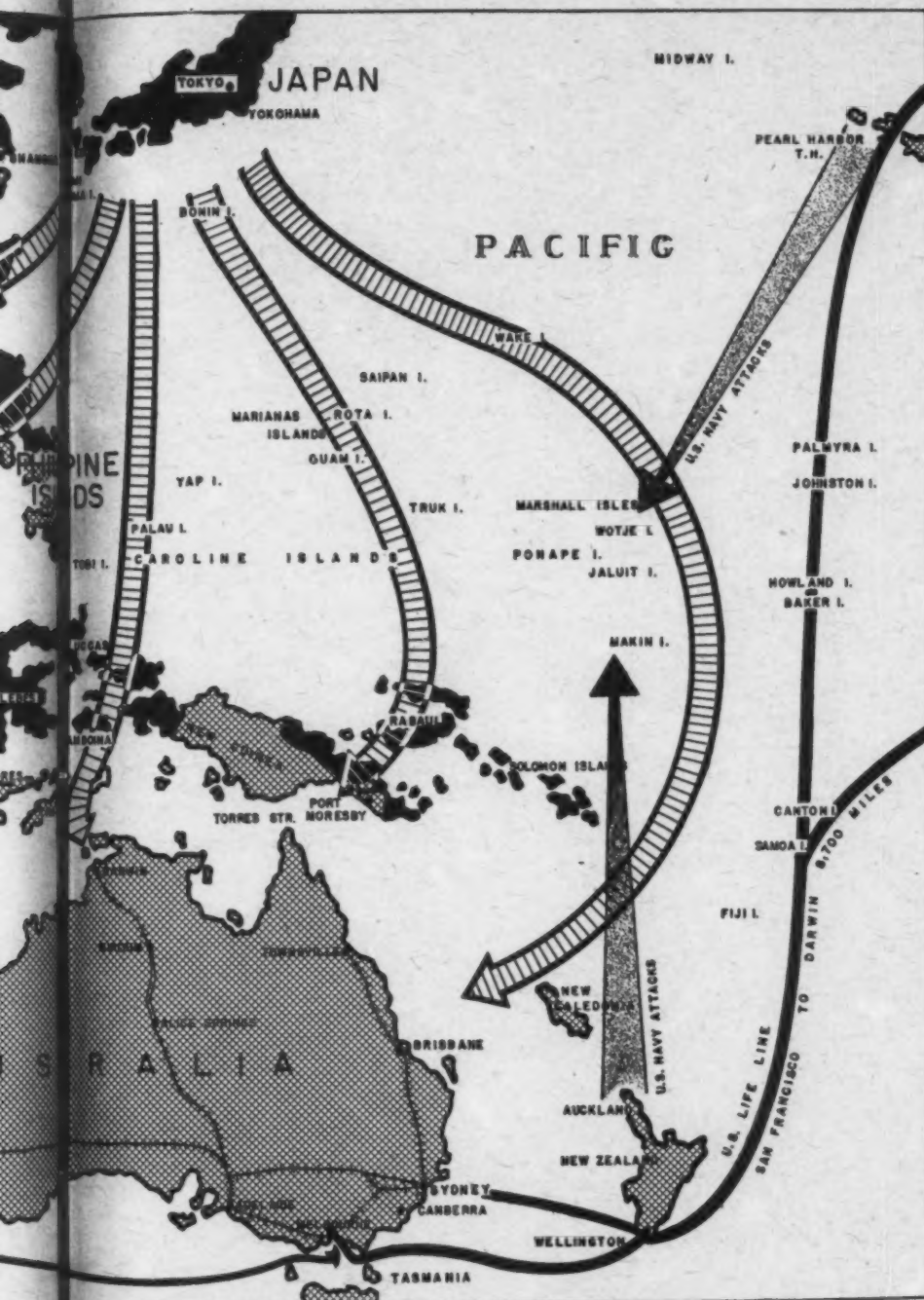
to finish new railroad from Chittagong, replacing Rangoon as supply entrance to new "India Road," over mountains of Assam to Chungking.

Jap victories in Burma bring acute danger to India, still smarting over England's failure to grant her semi-independence. Burma is in the same mood, receptive to Axis advances. Her former premier, U Saw, was recently detained by British for pro-Axis activities. He says the Burmese don't care who rules them so long as they get more food. Jap invasion cruelties may change their minds about that too late.

India has millions of manpower and a

swiftly growing army, untrained in mechanized warfare. As the Chinese did, they could probably hold the Japs by sheer weight of numbers in defense of their homeland. But few Hindus would fight overseas to preserve the British Empire, except professional soldiers like Sikhs and Gurkhas, who were demon fighters in Malaya. These bearded giants like the British military caste system, enjoy the distinction of their turbans and medals. Japanese warrior code might appeal to them, but they are more likely to scorn the little yellow men.

Wise Dutch rule in the Indies has made the natives anxious to fight for former con-



DANGER DOWN UNDER

For the first time in history, Australians are fighting enemy invaders of their home soil. Almost without warning, the protection of Hong Kong, Singapore, the Dutch Indies has been stripped away by ruthless Jap assaults. Dazed, but fighting mad, Australians are rallying to meet the peril: wealth and manpower have been conscripted, battle kits issued to the militia and home guard, travel restricted, coast cities blacked out, children evacuated into the interior. Original army of 500,000 has been tripled.

Appeals to London and Washington have grown desperate as Jap bombs fell first on outlying Baboul, then on Darwin itself. For Australia, although large in area, is weak in manpower; agriculture, not industry, is its long suit. It lacks planes, munitions, tanks. Its world-famed Anzac fighters who blunted the Axis in Libya, Greece, Malaya, are now needed at home—and ships to take them there are not available.

Thus caught without protection, when it had given of its best to protect Mother England, thousands of miles away, Australians were almost as angry at the English as at the Japs. Their London representative, Robert Casey, bluntly told Churchill's government that unless England sent men, machines, supplies to keep Australia out of Jap hands, the subcontinent dominion would probably withdraw from the Empire.

Danger of full-scale invasion is probably less than Australians think. The northern part of the giant island is desert and wasteland, with little food and water for occupying troops, few natural resources worth developing. Australia's wealth is in its southeast sector, farthest removed from Jap bases. It is unlikely that Japan will invade here until gains in the Indies and New Guinea are strong enough to attack from. Raids on important supply terminals of Melbourne, Sidney, and Darwin will aim to break up mobilization and reinforcement.

Australia's best friend so far has been the U.S., like her in pioneer background and fighting spirit. The U.S. Navy early realized what British Admiralty circles are only just discovering—that Australia must be held as base for future United offensives against Japan. To strengthen this vital springboard, U. S. supplies have been arriving via the newly-established lifeline to Wellington, New Zealand. From here to Sidney by ship, then by rail to Alice Springs, by truck across the desert to Birdum, then by train to Darwin, the supply line humps along like an inchworm. Both Australians and Americans know that the inchworm must grow to python-size before Jap warbirds peek it to pieces. U. S. arms and men must be rushed below the Equator, as the unknown land-of strange animals and pioneer settlements becomes the heart of the United Nations' military machine of the future.

ditions there. Hence successful "scorched earth", fierce rear guard and guerrilla fighting by Dutch subjects, in contrast to dismal British showing in Malaya.

This world picture presents a dilemma to U.S. priorities boards wondering where to send increasing flow of supplies. All fronts need help; each sector claims to be "most vital." We must not repeat Britain's bad guessing as to where main strength was needed.

"Beat Hitler First" advocates and "Stop Japan Now" fanatics are both wrong. All fronts are equally vital; all must be equally strong to prevent Axis breakthrough.

United Nations will have to continue retreat until defense lines are compact, arms production fast enough to throw back Axis striking power.

U. S. Navy has recently anchored a lifeline to Wellington, New Zealand, via Samoa. This will undoubtedly be next area of attack by Japan as soon as she cleans up Burma and the Indies.

Our own strategy must be to strike before Japan does, lop off her lines of defense one by one, eventually get close enough to strike at her home bases. Our thrust at Marshall Islands was only first of such attacks. Look for retaking of Wake in next few months.



GEN. FEBRUARY, CORP. LOUSE

On the Russian front appeared an enemy even deadlier than Siberian Cossacks, American bombers, or Molotov cocktails. Starting in the huddled ghettos of Poland, spreading fast across combat zones with troop movements and refugee flight, the dread scourge of typhus rode the highways and rails, passed from person to person by diseased lice. Lack of bathing facilities and clean clothing, improper diet and crowded living quarters aided by extreme cold, have spread the fever like wildfire. German doctors and nurses are being rushed to the front; civilians face acute shortage of medical aid. Whole companies of troops are reported endangered by the epidemic. Fear of spreading typhus will undoubtedly slow the Russian advance, may eventually bring both armies to a standstill.

Outbreaks of the fever were reported from German ports, the Balkans, and especially Spain, closely following troop movements. With it came influenza, pneumonia, famine. Haggard Europe braced itself for a repetition of 1918 plague conditions, fearfully wondered if from the heights of Berchtesgaden Fuhrer Hitler could launch an ersatz thunderbolt to blast out of his way General February, Corporal Louse.

SOMETHING FISHY IN VICHY

Marshal Petain's "puppet" government in Vichy, striving desperately to straddle the chasm of neutrality between the Nazi Reich and the United Nations is coming ever closer to falling into the limbo of cast-off and swallowed-up peoples. Latest and most serious cause for disruption of Franco-American relations hinges on Vichy's part in the Libyan campaign.

At middle of January, Gen. Rommel's forces were in flight beyond Bengazi,

drawing up defense lines at El Aghella, desperately in need of supplies. The British were taking a breathing spell after their initial rush. They too were waiting for reinforcements, strengthening over-long supply lines, hoping their Mediterranean fleet would continue to sink Axis supply ships and transports.

Suddenly Bommel swept forward, mysteriously reinforced. At the same time Axis submarines began sinking United supply ships and convoy cruisers at an appalling rate. The British fell back across 2/3 of the ground gained in December and January, dug in again near oft-besieged Tobruk. To balance the Axis' surprising resurgence at sea, they called a squadron from home waters (thus leaving the Channel freer for the escape of 3 German warships from Brest), closed the Mediterranean again to Allied shipping (causing a 6,000 mile detour around Cape Town in Africa).

With Rommel temporarily halted, both British and Americans began asking how come. True, the British position at Bengazi was over-extended. True, the British had had to weaken their Libyan army by rushing reinforcements to Singapore. True, some supplies had reached Rommel by plane and ship. But there was a joker in



QUISLING

Taking a licking

Pictured above is stamp now adorning many letters in Norway's mail—letters, for obvious reasons, without return addresses. Head in the noose is not Hitler without a moustache, but Norway's puppet premier, Maj. Vidkun Quisling.

Inscription reads: "Quisling's career has brought him contempt and dishonor."

Norway celebrated crowning achievement of Quisling's career, his inauguration as premier, with bombings and fires.

the deal somewhere. Both English and U. S. sources of information declared that someone had slipped a horseshoe into Rommel's fist behind his back. And directly behind him were the Vichy-French colonies of Tunisia and Algeria.

These housed valuable war supplies evacuated from France, as well as the major part of the interned French fleet. Could food and ammunition have been smuggled across the desert to Bommel, while supposedly neutral Vichy winked? Could Vichy subs, operating under Axis flags, have slipped out to sea and played havoc with United supply lines? Both U. S. State Dept. and London Foreign Office indicated that they could and had. Stern notes demanding explanation, threatening complete break, were dispatched. Vichy stalled for time, looked to Hitler for next cue.

OVER THERE

Two British Intelligence officers, in authentic Nazi uniforms, speaking with heavy accent, occasionally lapsing into German, wandered around English defense areas for several hours unchallenged, asked pointed questions of a flight lieutenant, received informative answers. One person called the police.

Later, two other morale workers, testing BBC defenses, got through three cordons of guards into the British Broadcasting Company building. Their fake passes were signed "Adolf Hitler."

Latest cut in British food rations gives weekly allowances of 8 oz. sugar, 2 oz. butter, 2 oz. cheese. Newly announced German food allowances (double those in Italy and most Nazi occupied Europe) per month are 2.2 oz. butter, 2.2 oz. cheese, 2 eggs. It is reported that two thousand people per day, mostly children, are dying of famine in Greece. Bread there is \$15 a loaf. Finnish cities face the end of a starvation winter. Italian restaurants can serve meat only once a week (beef, mutton, pork, goat, or horseflesh). A typical 90c meal is a plate of vegetable soup, plate of boiled cabbage, cauliflower, or beans, an apple or orange, and 3 oz. of bread.

The Swiss are wearing overcoats of ersatz sawdust material. Latest fabric for gloves, hats, shoes, dresses in France is "piloita," made from human hair clippings swept from barber shop floors. It is Europe's coldest winter (30 below) in more than a decade.

British gas rations this spring: 20 gallons for 3 months.

Because of fuel shortage, Finns in Helsinki could bathe in hot water only one day during the month of February: Friday, the 13th.

Nazi authorities in occupied Belgium are issuing identity tags to pigs to keep them rounded up for ration requisitions.



HOLD THAT TIGER

Japs sang
Handful under this banner, and Gen. Clair Chennault, have given United Nations real cause to smile. American Volunteer Group, protecting Burma Road, has blasted every Jap bombing attempt, made their own losses look like a Propaganda Minister's pipe-dream.

NO SOUR GRAPES

Defense industries have dried up "The Grapes of Wrath," practically knocked out unemployment among American transients. Investigation of indiscriminate hiring of men in vital factory positions has been ordered by F. B. I. American workers are making more money now than for twenty-odd years. Union treasuries are overflow-

OVER HERE

Two Philadelphia reporters dressed as Nazi U-Boat commanders wandered through the heart of the city without attracting attention, although swastikas were prominent on their uniforms. Using strong German accents they questioned policemen, soldiers, sailors, prowled the busy Philadelphia waterfront. No one called the police.

Sugar ration books are to be issued, authorities declared, limiting the weekly supply to about 12 oz. per person.

Restaurants are leaving the sugar bowl off the table, and hoarders are buying up all they can. There has been warning of shortage of butter, soap, fats, liquor. But prices stay within reach; it is easy to get anything you have money for. Rubber tires figure in radio scripts as more precious than rubies. No more new radio sets or typewriters soon, just as there are no more new cars now. A threatened wool shortage may cause lots of wear of old clothes, redesign of new ones, eliminating men's vests, cuffs, pockets. Patriotic groups anxious for something to do are collecting scrap paper (paper shortage has put some small sheets out of business), pins, razor blades, scrap iron, old clothes. More of the same can be expected soon. But America probably wastes more every month than either Germany or Britain can import or manufacture.

Hot showers, roast pork—every day as usual.

ing, must be reckoned with in coming elections. That American labor is still not all-out for war production was shown by 4 strikes, one of Seattle shipyard welders, another of tool and die workers at the new Ford plant. Because one of their men was slapped, CIO union bosses ordered 10,000 men to walk out. This happened 5 times in 4 days, causing loss of 50,000 man work hours on vital heavy bombers.

Lt. Gov. Hepburn of Ontario sounded off against U. S. Navy, saying they were hiding, afraid to fight the superior Jap forces. He predicted quick Jap capture of Alaska, attack on Canada's Pacific coast, and eventual invasion of Canada and U. S. "by the prairie." He warned Canadians against expecting help from U. S. and pointed to our failures in the Pacific as proof that we would not fight beyond our own shores. The Canadian government quickly disclaimed all responsibility or agreement with Hepburn's stated views. But F. D. R. warned that entire area East of Mississippi was open to attack unless we snapped out of our shilly-shally.



NONE OF YOUR LIP

Greatest source of worry to U. S. leaders now, even greater than U boat raids, loss of Indies, rubber and oil shortage, is utter impossibility of any surprise move against the Axis so long as men involved persist in telling friends, relatives, total strangers about war activities. Civilian interest in service doings is natural: they're paying for it; it's their boy's work. But too often the Axis listens, learns when and where to strike.

Moral: Like it or not, for the duration, Americans are going to have to stop talking about themselves.



SOUTH AMERICAN BIRD-CALL

Except Argentina and Chile

SEA-SERPENTS

Hitler timed the mid-winter U-boat attack with his usual flair for drama. It began two days before the Pan-American conference opened at Rio, was undoubtedly aimed at scaring Central and South American countries with undefended coastlines into treating the Axis with more respect. Only Chile and Argentina seemed impressed by the ship-a-day rate of sinking, refused to join their neighbors in breaking relations with the Axis. Nazi retaliated on others by sinking a Brazilian liner.

East Coast Americans were equally unimpressed, became hardened to news of disaster as each new boatload of rescued men brought in still grimmer tales of attack without warning, shelling of life-boats, days adrift on wintry seas fighting cold, starvation, insanity.

But Navy worried over subs' ability to penetrate U. S. island line of defenses, get within 700 mi. of Panama Canal. Another headache was question of where subs were being based. Small subs have 15 day cruising limit; larger ones, 36; cruising range, 20,000 mi. Either a "mother ship" was succoring the wolf packs, or that favorite of mystery writers, the secret West Indies refueling base, has popped up again. One captain reported subs "thick as catfish" in Gulf Stream.

Stark sea sagas were not without comic relief. One veteran Norwegian whaling captain got so mad at a U-boat which ordered him to stand by that he chased it with his unarmed vessel, forcing the sub to dive repeatedly and finally driving it away. Other similar scare-outs indicated that many subs were manned by green crews easily stampeded by even unarmed resistance.

Undersea war knocked off at least one innocent bystander. A whale washed ashore on Long Island had its stomach torn apart by a depth bomb. From patrol planes, basking whales look much like lurking subs.



LT. G. A. CANNON
Stayed at his post

Washington, D. C., Jan. 27. A team of Quantico Marines, led by Lt. Phil Roettinger, walked away with the D. C. .22 caliber pistol championships at the N. R. A. range, setting three military service marks and a new national record of 290 out of a possible 300 on the 3-stage course: 10 slow, 10 timed, 10 shots rapid fire.

Libya, Jan. 7. A Marine Corps officer observing action on the Libya front narrowly escaped death when the British bomber he was riding was struck by ack-ack Lt. Col. L. G. Merritt, former Commander of MAG No. 1 (detachment at Wake Island) was rescued by British armored cars under heavy artillery barrage shortly after the plane crashed just inside the British lines. Col. Merritt escaped serious injury.

SPORTS AT WAR

Baseball next season as usual—minus about 500 minor league and 100 major league players now in service. Greatest chance in years for rookies to make good, if they can beat out old timers staging a comeback.

Baseball in 1942 will have more night games (to favor day-shift defense workers), tighter scheduling and more double-headers (to cut down on transportation expense and car space), harder living conditions for players (who may be expected to give USO exhibitions, pep talks and instruction on afternoons off, and get along with less than first-class transportation, hotel rooms, restaurants).

Red McKechnie predicts a tough season for big offensive clubs like the Yanks, if priorities cause baseballs to be used longer, giving pitchers the advantage of a scuffed or scratched ball.

College football will be curtailed in smaller schools, giving way to intramural

MARINES IN THE NEWS

Midway Island, Jan. 29—Marine gunners, still holding Midway with ease, hit one of two enemy subs which threatened to shell the U. S. island outpost.

A month-long silence as to Midway's fate was broken on Jan. 22 by civilian evacuees who described the encounter on Dec. 7, when Jap shells burst in the moonlight over the Marine base. Shore batteries at once opened fire, sent 2 naval raiders scuttling out to sea, one badly battered.

The attack began about 2130 following the dawn assault on Pearl Harbor. Same tactics were used as at Wake—allowing the enemy to come within 4,500 yards before opening fire. In the short time the shore searchlight was in action, 3 observed hits were made on the leading ship, 2 on the second.

That Midway Marines aren't at all concerned about future Jap attacks was evidenced at THE LEATHERNECK office, where on December 31 and again early in February, letters from the Pacific outpost were received with 2 yr. subscriptions demanding to know "why in hell we weren't getting our magazines as usual."

Two Marines died as heroes in the Dec. 7 engagement. First Lt. G. A. Cannon was hit by a Jap shell explosion, receiving fractured legs and pelvis, but refused to be evacuated before his wounded men. As a result he died from loss of blood, was later cited by the government.

Also cited for bravery was Corp. H. R. Hazelwood, switchboard operator at Lt. Cannon's post, who suffered compound fractured leg but despite shock and wounds set up switchboard and re-established communications. These men and their comrades at Wake have written another heroic page in the fighting tradition of the Marine Corps.



CORP. H. R. HAZELWOOD
Cited for bravery

Washington, D. C. A bill has been introduced into the House of Representatives by Rep. Voorhis of Calif. authorizing erection of memorial to officers and men of the U. S. Marine Corps who took part in the epic defense of Wake Island. Memorial would be installed in or adjacent to the Capitol bldg.

Quantico, Va., Jan. 31.—Addressing 718 Marine Corps School graduates, Lt. Gen. Thomas Holcomb, Commandant of the Marine Corps, pledged that what Marines had lost in the Pacific "we will regain; what we have suffered we will repay—many times over."

The Navy announced plans for rebuilding the naval bases at Wake, Guam, Cavite. Wake has been renamed Otori Island by the Japanese.

physical training contests. Some universities with squads depleted by draft are allowing freshmen to play varsity ball. Big intersectional games may be called off to save railroad space and expense.

All branches of service can now put out top flight teams to compete with college or professional clubs. Football games may be scheduled between service and college teams, many of whose coaches (Bierman, Hanley, Harman) are already in uniform. In the last war, the Mare Island Marines team went twice to the Rose Bowl; Great Lakes Training Station went once.

The St. Louis Cards have offered to play exhibition games with teams from any service group, at the detachment's home field, Cards to pay all their own expenses. The Yankees are planning to let all service men in uniform in free to their games. Other clubs will probably follow their leads. The major leagues have already subscribed \$25,000 to buy baseball equipment for men in service camps.

The Olympic games have been kicked around the last few years, scheduled first at Tokyo, then in Finland, then called off on account of war. Now they've scheduled Pan-American Games for Buenos Aires in fall of 1942. Maybe Moe Berg, the linguistic Yankee catcher now in diplomatic service, will smooth out preliminaries.

At the last Olympic games (1936) Jap swimmers scored surprising victories. Two of these Olympic champs have trained a special detachment of "swimming soldiers," who played an active part in capturing the island fortresses of Hong Kong and Singapore. At Hong Kong, they swam to the island, located and exploded by rifle fire British mines, cleared way for Jap troops.

As a Jap ball player a few years ago told touring Lefty Grove: "You beat us baseball, yes, but you all not baseball players. My countrymen all soldiers. We fix you when the war come!"

Maybe he had something there!

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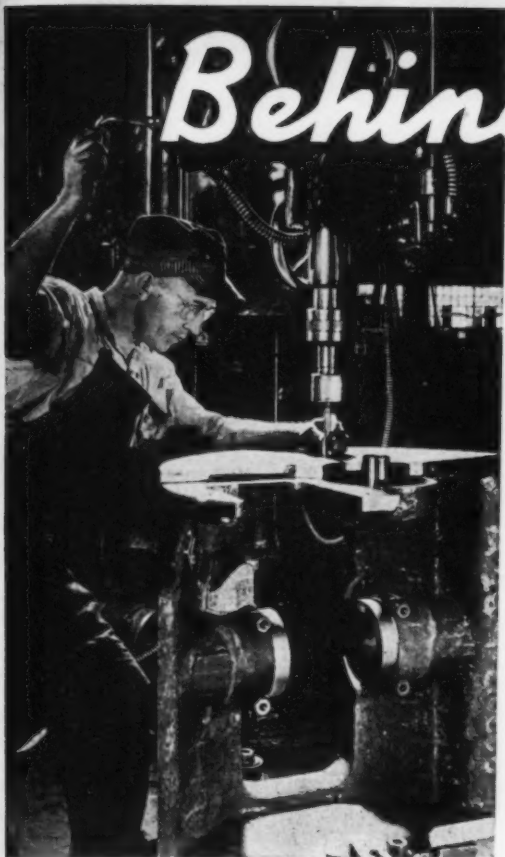
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Behind the Guns



THREADING A HOLE in rotor on which 75-mm. gun revolves. This one part, made of thick armor plate, weighs more than half a ton. Nine other operations on rotors are done on this machine.

When the President appeared before the joint session of Congress on historic 3 January, 1940, to launch the defense program, the United States possessed in thousands of plants in the 48 states the greatest capacity to produce metal products that the world had ever known.

Tremendous as it was, however, the number of machine tools the country possessed for peacetime production was not enough for defense. The country needed new machine tools by the tens of thousands—for many of the jobs to be done could not be done on existing machines, and the quantities involved were fantastically great.

For example, just one small part of a 37-mm. armor-piercing shell requires 22 machining operations. In a Garand rifle there are 72 metal parts, each one requiring one to 100 machining operations, and in a bomber there are over 30,000 parts and upwards of 200,000 machining operations.

We are planning airplanes by the thousands, rifles by the hundreds of thousands, shells by the millions—all of which, along with huge numbers of tanks, guns, ships, and all other items of defense equipment, are made on machine tools.

One of the best illustrations of why the country needs machine tools in such tremendous numbers for the

defense program is to be found in the story of shell production.

America's great genius for solving technical problems, turned full force to the complicated matter of shell production, is working wonders in that field. A single operation on a 75-mm. shell, for example, that required 12 minutes during the last war is now done in 38 seconds. Where the first million shells produced a year ago took eight months, a million are now being produced in 45 days.

But despite every effort to speed up individual operations the rate of production does not begin to approach the potential rate of consumption. For a group of soldiers can fire shells a great many times faster than the same number of men can produce them.

To feed ammunition to hundreds of guns in the battlefield, therefore, requires the continuous day and night operation of thousands of machine tools behind the lines at home.

In fourteen years up to 1934, the United States produced a grand total of 30 army tanks. Between 1934 and the launching of the defense program total production amounted to only a few hundred more.

Today, on whole batteries of new machine tools made to special order or specially tooled for the work, scores of factories are in production on tank parts. Soon swarms



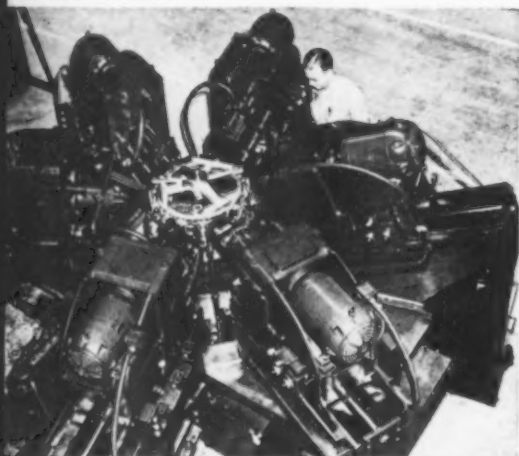
ARMY TANKS ARE hardest for machine tool parts. This 13-tonner carries a crew of four men, and is powered by a 250-h.p. engine. It weighs ten times as much as a commercial car, costs \$25,000 and gets 3 miles on a gallon of gas.



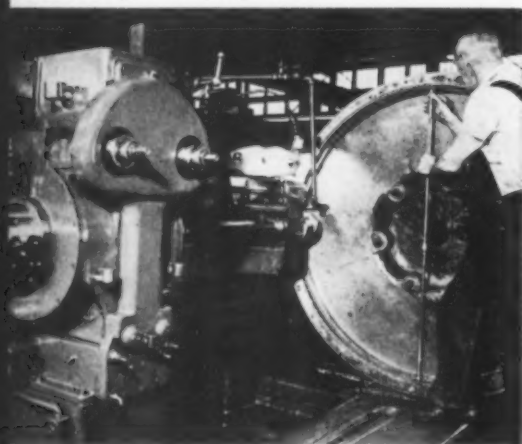
RAPID EXPANSION IN the machine tool industry, and use of automobile-production line techniques have enabled United States to turn out crack two engined attack bombers like this in great quantities.



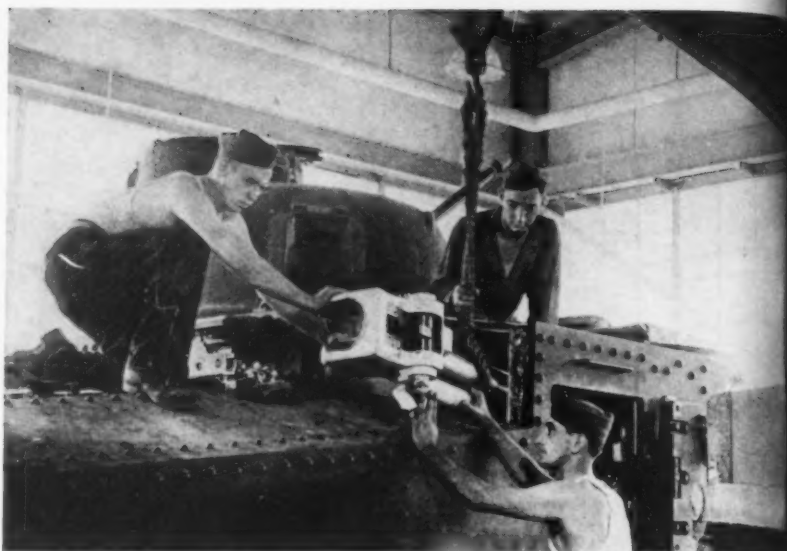
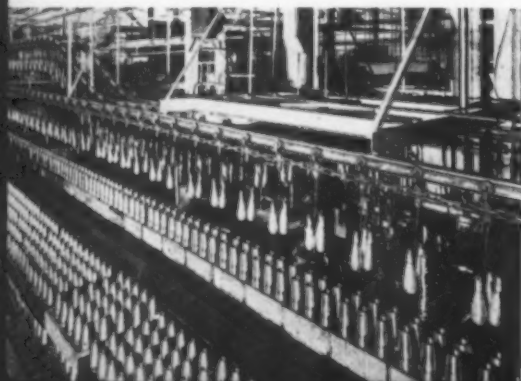
ABOVE—A MACHINE TOOL assembly line. BELOW—19-ton machine performs 45 operations formerly performed by 8 machines.



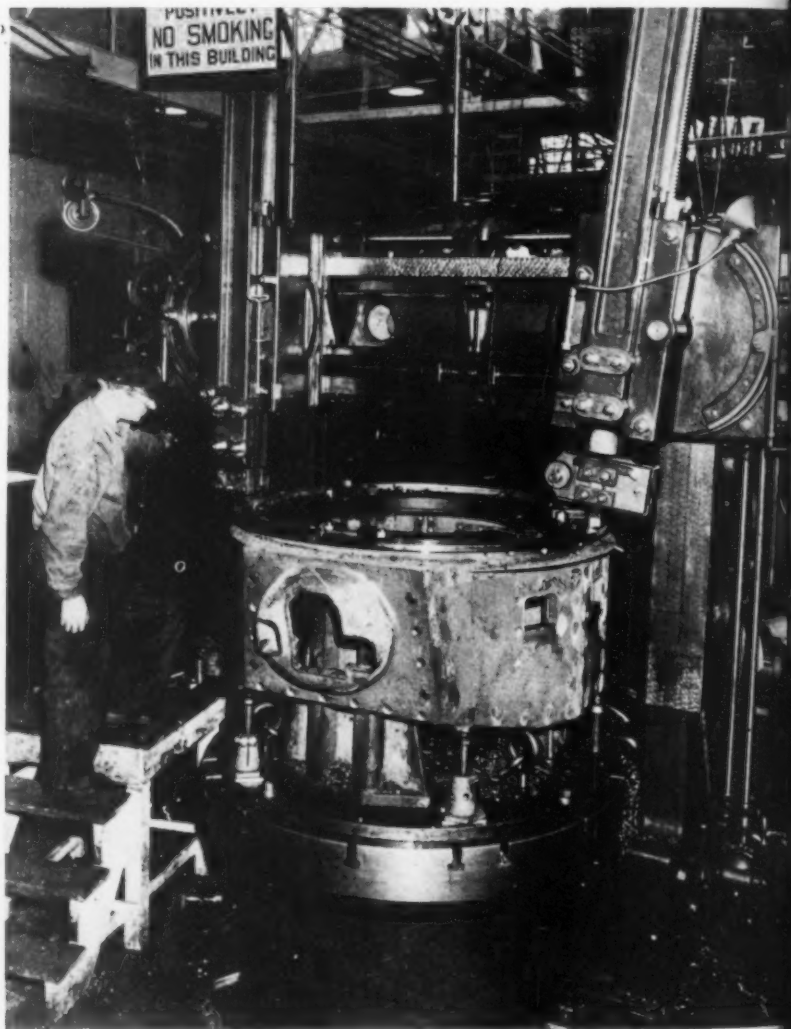
BELOW—GEAR SHAPING machine cutting some 300 teeth on big tank turret gear.



BELOW—RE-TOOLED AUTO parts machines now turn out shells.

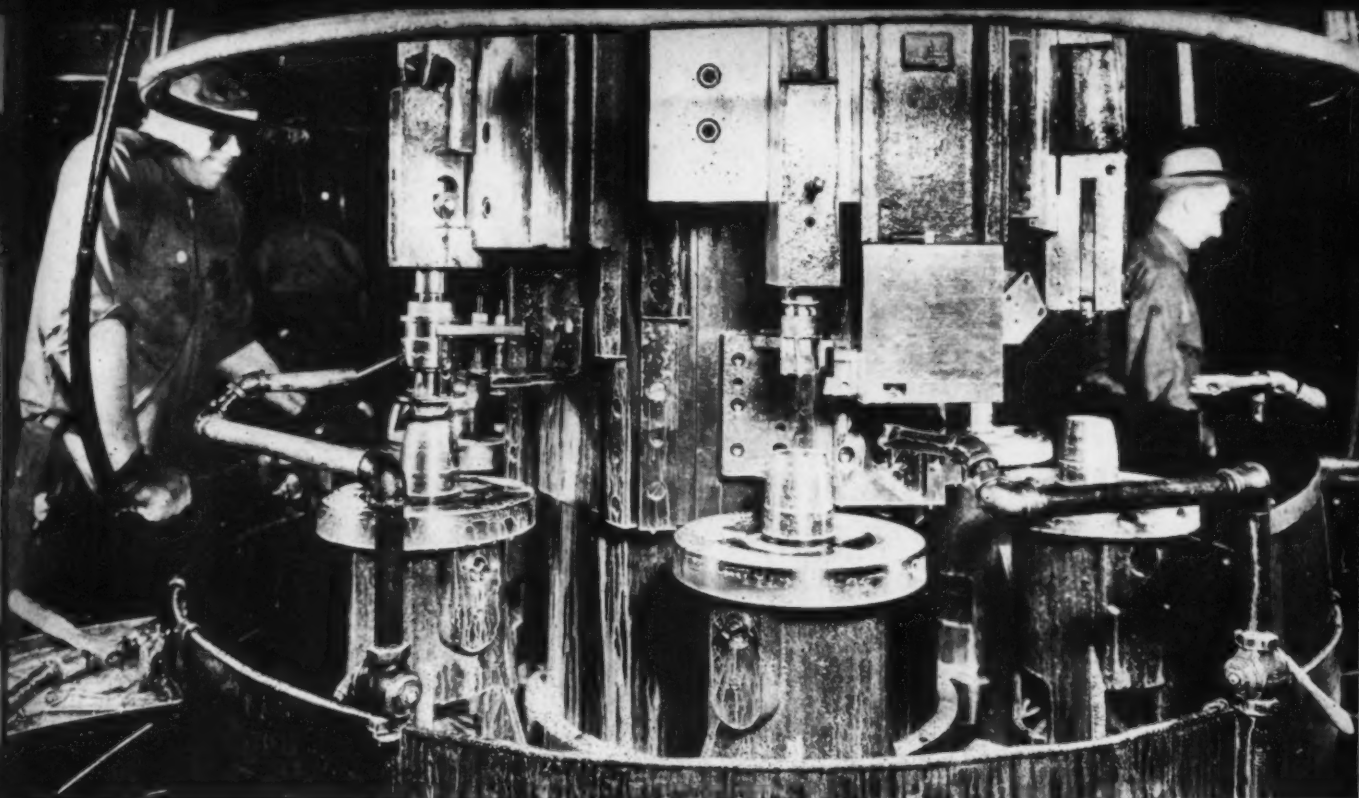


TANKMEN INSTALLING A 75-mm. gun in the famous M-3 medium tank. This tank has done yeoman work with the British in the Libyan campaign, but later models now have the 75 in the turret.



FINISHING TURRET of 13-ton tank on boring mill. Turret weighs a ton, but it is so accurately machined it can be swung around with very little effort.

ank. This
but later



AUTOMATIC MACHINE FINISHING nose ends of shells. Eleven different operations are performed on five shells at once while a sixth is being loaded into the machine by the operator.

of tanks will be roaring off assembly lines in a mighty stream. For building tanks is a matter of special skills and equip-

ment and in these fields the United States is unexcelled.

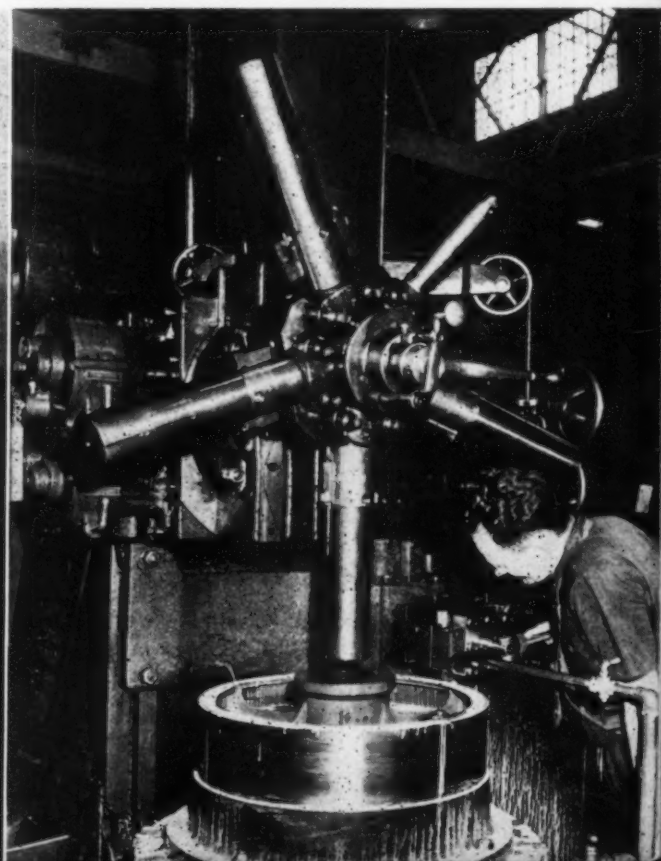
Normal production of new machines runs about 25,000 per year. But the ma-

chine tool industry skyrocketed production in 1940 to over 100,000 units and has pushed 1941 production to almost 200,000 units.

GAGING THE TEETH being cut on a huge gear used in the Army's 29-ton tank.

MACHINING AN IDLER wheel on vertical turret lathe. All photos courtesy National Machine Tool Builders' Assn.

n, but it





AT EASE!

**YOU CAN'T HELP
INHALING—BUT
YOU CAN HELP YOUR THROAT!**

YOU can see it with your own eyes—all smokers sometimes inhale. And when you do inhale, there's more chance of irritation. BUT NOW GET THIS! DISTINGUISHED DOCTORS WHO COMPARED THE FIVE LEADING BRANDS OF CIGARETTES—including PHILIP MORRIS—FOUND THAT . . .

IN STRIKING CONTRAST TO PHILIP MORRIS—IRRITANT EFFECTS OF THE FOUR OTHER LEADING BRANDS AVERAGED MORE THAN THREE TIMES AS HIGH—AND LASTED MORE THAN FIVE TIMES AS LONG!

You smoke for pleasure—even more than a civilian does. Make it *more* pleasure—*plus real protection even when you inhale*. Make it PHILIP MORRIS! —THEY NOT ONLY TASTE BETTER, THEY'RE PROVED BETTER FOR YOU!



CALL FOR PHILIP MORRIS

FINER PLEASURE PLUS REAL PROTECTION—America's Finest Cigarette

IDENTIFYING JAP PLANES

Since the Japanese have gained world renown as imitators, and their air fleet resembles a hodge-podge of all the world's air fleets, it is necessary that members of the Corps become familiar with the type they shall be fighting. THE LEATHERNECK will endeavor to publish such pertinent information for the next several months.



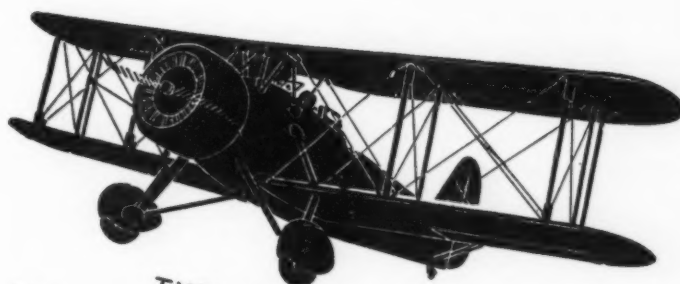
TYPE 96. NAKAJIMA
TORPEDO BOMBER (NAVAL AIR SERVICE)



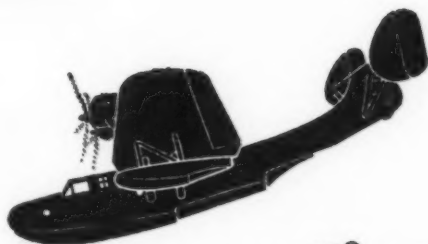
TYPE 97. MITSUBISHI
TORPEDO BOMBER (NAVAL AIR SERVICE)



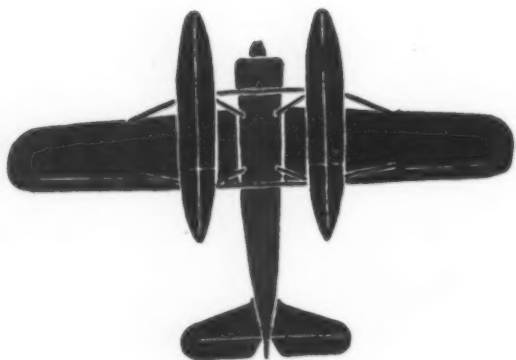
TYPE 91. HIRO
RECONNAISSANCE (NAVAL AIR SERVICE)



TYPE 96. MITSUBISHI
DIVE BOMBER (NAVAL AIR SERVICE)



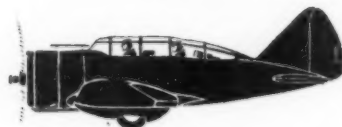
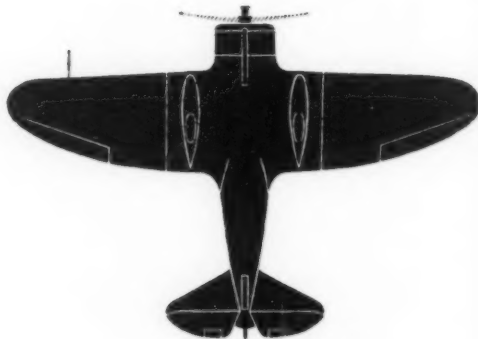
TYPE 94.
RECONNAISSANCE FLOATPLANE
(NAVAL AIR SERVICE)



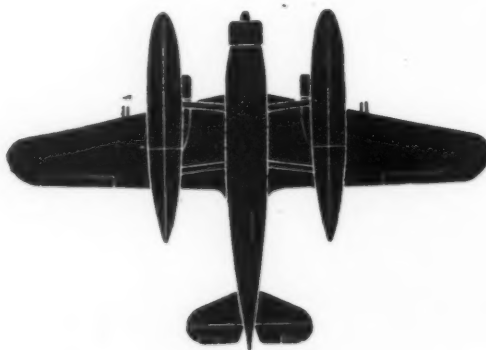
TYPE 97. NAKAJIMA NAKA 93
NAVY FLOATPLANE (FIGHTER)



TYPE 97.
FOUR ENGINED FLYING BOAT
(NAVAL AIR SERVICE)



TYPE "S"
TWO SEATER FIGHTER (NAVAL AIR SERVICE)



AICHI AI 104
FLOAT-PLANE BOMBER
(NAVAL AIR SERVICE)



*Something **NEW*** has been added!*



...*Something that
steps up smoking pleasure!

A big February event—the Middlebury College Winter Carnival. Barbara Lown and William J. Bursaw, Jr., Queen and King of the 1941 Carnival, are talking after being photographed recently:

BARBARA: Ahh. Feels good to relax. Do you have a match, King?

BILL: (Lighting her Old Gold) There you are, my Queen.

BARBARA: (Smoking contentedly) You know, Bill, I've always been fond of Old Golds, but since some-

thing new*'s been added...

BILL: You're even *more* of an Old Gold fan.

BARBARA: Absolutely. You see, Bill—it's not only something new—it's something super!

BILL: Ahhh!

BARBARA: Ahhh!

Barbara and Bill didn't mention *Latakia, but we'd like to. It's the magic "something new" in Old Gold . . . a special, very flavorful Mediterranean tobacco . . . that makes this blend better than ever . . . so good, purchases of NEW Old Golds are going up, up, up . . . If you want something new and good in smoking pleasure, get started on Old Golds today!

Detachments



We extend greetings and salutations to all our comrades-in-arms throughout the world, and just in case some of you are wondering how **MD, AMERICAN EMBASSY, LONDON**, managed to put out those classy-looking Christmas cards, we'll give you the dope. That distinctive design was the work of Corporal Miller and Pfc. Edgar Reynolds of this detachment. Pfc. Reynolds, because he originated the design, walked off with two cartons of "State-side" cigarettes which served as first prize in a contest we held to bring forth a representative card for the whole detachment. Hence, the block-print of London Bridge, etc., done in that tasteful gold print. In this way, we went strictly "Park Avenue" for our first Christmas in London.

Our most welcome present was delivered to us in December, however, when "replacements" under 1st Lieutenant Walter Layer, 2nd Lt. Thomas Myers, and Sgt. Alfred Pratt arrived here to take up duty at the Embassy. Ever since the United States entered the war, we'd been storming along under forced draft with a doubled "running guard." Now, however, we have plenty of men for working parties galore, and the "running guard" has died a soul-satisfying death. Of course London-wise Marines get a big bang out of the new bunch's troubles with ha'pennies, six-pences, and shillings. Not to mention the navigational problems in the blackout, and their attempts at drinking a "pint o' bitters," or at riding the "lifts" and "tubes." However, they're about acclimated now, and we can expect to see 'em playing "darts" like true "blokes" any day now. At any rate we're glad to see them and to welcome them as a part of our embryo detachment, our select company.

Another piece of good news comes to us in the form of

an enlisted men's club to be opened in a converted Mayfair mansion shortly. The building is strictly O.K., and what with two bars of superb construction, game rooms, lounge room, and ballroom, it should provide a swell rendezvous for the boys and gals. Scuttlebutt has it that we may even get some good old American canned beer—Oh luscious brew!

Speaking of beer, we'd like to sound off a big "thank you" to Ambassador Winant for his donation of beer to our Christmas dinner. Yes, we had ham and turkey too, and the mess-hall was lent an unfamiliar touch by the presence of a bevy of English females of no mean appearance. We were permitted to introduce one guest each, and most of 'em had sweet spuds for the first time in their lives. So the whole thing was a success, and the cooks are to be congratulated for a fine job on the galley end of the deal.

Thusly we wind up our first six months on a new post and, still going strong, again

send "all the best" to all detachments and posts in the Marine Corps.—By Kenneth Smith.

In the **SERGEANT MAJOR'S OFFICE, DEPARTMENT OF THE PACIFIC**, we've been wondering just what sort of change these automotive and tire restrictions will make in the lives of our little men with big ears. Several alternatives present themselves against the time when the last shreds of the rubber doughnuts become part and parcel of the dusty highway. The boys may move in from the outlying boondocks and establish local residence; enter the army of strap-hanging commuters; purchase bicycles or hike. Of the lot the bicycle proposition appeals to us the most, but only in the event that the Department is removed to the table-lands away from the cycling hazards of Nob, Telegraph and Russian Hills.

Although the Department isn't being moved we're watching a new addition take form next to us on what was previously our parking lot. Considering the rapid strides in construction during the past month it wouldn't surprise us at all to find ourselves in new offices by Spring. Then, too, as each new storage or office building is acquired it seems within the realm of possibility to some day find ourselves in a Marine Corps Base comprised of a San Francisco neighborhood.

Something more to slap the boys squarely between the eyes arrived recently in the form of a double header. The first being our annual income statements from the Paymaster's office which entail some taxation and second, the closing down of Santa Anita's turf palace and activities. They've sho-nuff taken our sunshine away now.



Just **THE KISS OF THE HOPS**

none of the bitterness

That famous flavor found only in Schlitz gives you all of the fine savor of the hops with none of the harsh bitterness. Schlitz methods of brewing control capture *only* the delicate flavor of finest selected hops—then discard the hops before their bitter end-taste is reached. It costs more to produce a beer with *just* the kiss of the hops. But Schlitz spares no expense to brew America's most distinguished beer. Once you taste Schlitz you will never want to go back to a bitter beer—you'll always want SCHLITZ.

IN BROWN BOTTLES, IN CANS,
ON DRAUGHT



Copyright 1942
Joh. Schlitz Brewing Co.,
Milwaukee, Wisconsin

America's Most Distinguished Beer

THE BEER THAT MADE MILWAUKEE FAMOUS





Doesn't know how with a Howitzer— but he's well-drilled about his smile!

Tenderfoot or War Horse, gums as well as teeth need consistent care—Use Ipana and massage for a smile that's Semper Fidelis!

THE RECRUIT can handle a kibitzer—but a howitzer is different! He still thinks deflection is something you see in a mirror. But in the important routine of dental hygiene he's a wise veteran! He never forgets that, nowadays, *gums as well as teeth need special care.*

Deprived of hard, vigorous chewing by today's soft, well-cooked foods, gums often tend to become weak and

flabby. That's the reason why so many modern dentists suggest "the healthful stimulation of Ipana and massage."

Before "pink tooth brush"—often a warning flash of distress ahead—appears, take warning! After brushing your teeth with Ipana, massage a little more onto your lazy gums. Ipana and massage is helping thousands to have healthier gums and brighter teeth. Join the crowd!

Have firmer gums, brighter teeth, a winning smile! Get Ipana Tooth Paste at any drug or service store.

Ipana

TOOTH PASTE



Product of Bristol-Myers

The San Diego Base's newly born news sheet is, as we write, still without a name. Its first issues coming across our desks remind us that the Base has long needed such an instrument with which to consolidate that mass of men. It's too large a post to be left without some means of recreational inter-communication. We see that Robbins has come off the Hawthorne plains to lend a hand with the sheet and we wish him an equally large amount of success as that which he experienced in Shanghai. When the paper finally blossoms into its own individual maturity it's sure to please everyone and establish itself as a credit to the Base.

Did we mention the arrival of the queens within our ranks? Well the Quartermaster's offices fair bristle with feminine beauty these days. The effect is most noticeable among the QM men—everyone on his toes, hair neatly laid back, uniforms without a flaw and the brothers Heath each wearing his personality and eye-brows to a rag endeavoring to "play house" with some one. We in turn are stalled in that we know not whose wife we may be coveting when we offer to share our lunch box with some big-eyed beaut.

We've been wondering if, when this war ends, it won't be possible for a recruit to leave the east coast and perform his tour of duty at each of our posts from Paris, Berlin, etc., and so on around to Tokyo and finally end up in San Diego is time to retire on thirty. Whad'you think!

Our latest bit of good news is that our own Staff Sergeant Claude L. Potter has lately been strongly recommended for promotion to the rank of Quartermaster Clerk, A & I. We know the position would be in good and capable hands and each of us is plugging whole-heartedly for his early appointment.

Due to war and censorship the **MD, U.S.S. "BROOKLYN,"** has been taking a vacation from these pages so with the censors blue pencil in mind hear the straight dope from the "Captain of the Head." Our skipper John A. Anderson is out hunting another bar for his shoulder to go with his Captain's commission, while Sergeant Major Winfree Chaney is digging up the chevron polish and cussin' the QM Sgt. for being out of them. Other promotions that made it look like Christmas comes every day were Sergeant (Temporary) V. X. Craft, J. R. Greenstone. Sergeant (Ship) S. H. Donovan, C. P. McQuilliam, Corporal (temporary) R. D. Murphy, J. A. Tarro, R. D. Wallace, Corporal (Ship) F. W. Burdge, E. Hart, J. H. Meek, J. K. Norvell, R. W. Jack, W. J. Swanson. Assistant Cook R. A. Eller. Private First Class W. "C" Ball, C. M. Bocchi, H. A. Clark, L. H. Heathcock, A. Lovell, E. C. Patterson, and W. B. Pollock.

A welcome to the following men who reported aboard for duty, may the next two years rest lightly on you. Pfc. R. Lapes, Pvt. E. Hall, R. L. Goff, and M. C. Zinn. By V. X. Craft.

Again the **MARINE DETACHMENT, U.S.S. "HELENA,"** takes time out from Condition watches and air raid signals to bring the latest news. Since the last publication in the December **LEATHERNECK** there have been several more promotions, notably our Detachment Commander Cap-

THE LEATHERNECK

tain Robert W. Thomas, has received his commission as Captain, which we think was well deserved and wish to congratulate him. Other promotions have been as follows: Corporal Herbert L. Jones to Sergeant; Private First Class Joe E. Harper to Corporal; and Privates Troy E. Boles, Jesse R. Jones, and Melbourne R. Vanden Bos to Privates First Class. Congratulations to all and may they go far in the Marine Corps. Private First Class Paul F. Huebner, Jr., and Private Lester A. Morris, have been transferred. New arrivals are: Privates Jack L. Kempe, Jerome A. Mithen and Curtis L. Vincent. We wish all three a very happy cruise aboard the "Helena."

During the past month we lost one of the most likeable and congenial men of the Detachment by death, Private First Class George E. Johnson, who died aboard this vessel. By R. W. Thomas.

Greetings you fellow "Leathernecks," this is **HEADQUARTERS AND SERVICE, FOURTH BATTALION, 10TH MARINES**, reporting. First we want to congratulate our pinch-hitting "Top" Joe English who has been promoted to Sergeant Major.

Now that the hum-drum of the holiday season has passed it seems that we are all now back into the harness again, and with our new set-up on Schools, etc., now in full swing, it is keeping all hands very busy.

We were sorry to see Sergeant Major Carbery go to the hospital, but, we are sure after his well deserved rest and treatment he will be back with us soon.

Several of our personnel are now on temp d in connection with recruit duty training, to instruct the many new recruits who have recently landed on the shores of Camp Elliott, and who in a very short time will be a fine bunch of "Leathernecks."

Many of our NCO's are attending the special course being given in Officers' training, and we hope that to those who are attending that they all some day will be officers.

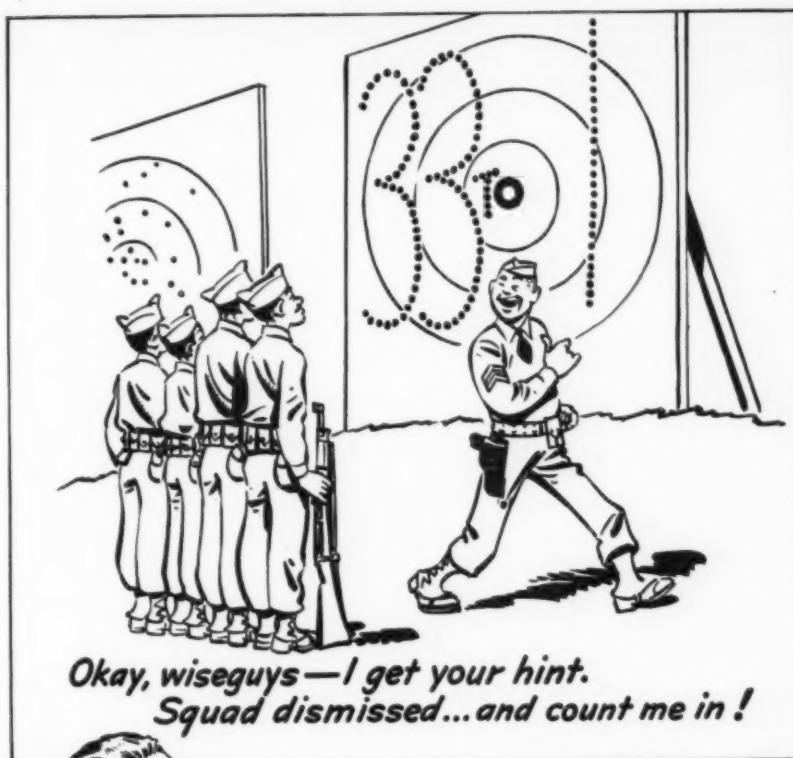
All hands seem to welcome the new "Marine Newspaper," as one of the finest things that ever came out as a Newscaster. By Corp. H. S. Case.

Firstly, the name of our new Battery Commander, is 2d Lt. W. M. Gilliam. He is a fine officer and well liked by the men of **BATTERY K, 10th Marines**, and there are no doubts as to his capabilities as he was acting B. C. several months ago. To 1st Lt. D. L. Henderson who was detached, good luck wherever your tour of duty may take you.

A few transfers have been effected recently some permanent, some temporary. The temporary ones are those who went as Drill Instructors for the hordes of "boots." These men are Sgt. Turner, Corps. Thurman, and Stelter, Pfc. Gilliland, Harris, and Thrun, and from what they tell me they spend most of their pay for cough drops.

Sgt. T. H. Hughes has elected to stay in for another cruise, anyway he didn't have much choice in the matter.

We're glad to welcome Platoon Sgt. Pawloski back in the fold after his un-



*Okay, wise guys—I get your hint.
Squad dismissed...and count me in!*



"33 to 1"—

its flavor scores a hit with every branch of the service

Swell idea, Sergeant! And here's why you'll find so many others "at ease" with a sparkling glass of Pabst Blue Ribbon.

Like finest champagnes, Pabst Blue Ribbon reaches perfection through blending. Yes, 33 fine brews

are blended into this one great beer. That's why every single drop has a distinctive mellow flavor all its own.

Next time at canteen or cafe, ask for Pabst Blue Ribbon in handy cans or in the dress parade bottle "with the blue ribbon on it."



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33 FINE BREWS BLENDED INTO ONE GREAT BEER



To Every G-E Man in the Armed Services

REMEMBER what we told you when you left to join the Army, the Navy, or the Marines? How proud we were of you. How, while you were doing your part, we'd be doing ours by providing the weapons for you to fight with.

Well, that goes double today! For we've been remembering that promise—especially since that first Sunday in December. And we've been trying to do something about it.

If you ever think of us back at General Electric—and we hope you do—you'll probably remember us as we were when you left. Then we were all talking about "defense." We *thought* we were busy: new buildings were going up, departments were being changed over to "defense" production, we were proud of the growing percentage of G-E production that was going into "defense" materials. We still think we were doing a pretty good job—for then. But we wish you could see us now—now that we're building for WAR!

When we talk to you who are out at the front facing the real thing, we realize that anything we can do seems pitifully small. But we do want to tell you, in all humility, that we're in there trying. And the fact that we're producing weapons for you—you whom we've worked beside and know—is an extra incentive, if that's necessary.

There are more than 125,000 of us now in the General Electric family—a lot more than when most of you left. There will be more yet, even though an increasing number will be leaving to join you in the harder and more dangerous job.

We say *G-E* men and women. But we have a broader concept now—bigger than any one company or person or job. For you and we, all of us, are above all *Americans*, buckling down to the biggest job we or anybody else has ever tackled. That's the way we feel about it. And we wanted you to know. *General Electric Company, Schenectady, N. Y.*

GENERAL  ELECTRIC

962-26425-211

fortunate auto accident New Year's Eve.

The promotions, and the names of these happy men are Bookout, and Pawloski, who attained the rank of Platoon Sergeant. Then there are Naleway, Carson, and Cox who made Corporal, and lastly, the men who got that coveted one stripe are Thackrey and Anderson.

This week has been rather quiet compared to the last one which saw this battery actively engaged in interior guard duty. We fired the 155's several days ago and did very well judging from the reports heard around.

This article must end as I have to go to school the same as everyone else is doing. It's getting to be like college around here but it's all to the good of the cause, so there is no use growling. By Theodore Hughes.

We have had promotions, joinings and plenty of working parties in **BATTERY L**, 10th Marines. Recently promoted are Sergeant Bailey to Platoon Sergeant, Privates First Class Cullen, Farley, and Daily to Corporal, and Privates McManus, Osenbaugh, Willette, Kennedy, Marks, Long, Maney, and Boothe to Private First Class.

Sergeant C. M. "Chief" Huber extended for two years, drew an S.M.R. and gave the citizens of San Diego, a bad time on a large 48.

Mess Sergeant Siegel, and Corporal Burton, joined while Gunnery Sergeant Hancock, Sergeant Roberts, and Corporal Gamber, were transferred from the battery.

Gunnery Sergeant Wunderly is listed with the short timers. He will ship over with this Battery again, and we are glad. Platoon Sergeant Murray, shipped over the first part of December.

Our First Sergeant, Laurie P. Mallard, has the battery under perfect control. He has a "potential" assistant battery runner under instruction at the present time.

Our Battery Commander, First Lieutenant R. B. Church, is still with us, as is our Executive Officer, Second Lieutenant W. H. Souder. By Lisle Brown.

Naturally all you old timers know who this is but for the benefit of the new comers this is **BATTERY M**, Tenth Marines giving you the latest dope. First of the flashes comes our promotions which are Corporals Roscoe G. Mayo and Blaine M. Rockwell to Sergeant, Privates First Class Leon Mordecai and Major L. Williams to Corporal, Privates John W. Davis, Jr., William A. Drennan, George E. Ensign, Arthur E. Meserve, Frank M. Wilson, and Charles C. Green to Private First Class and John T. Utley, Jr., to Assistant cook, with all of those new stripes we are well supplied with cigars.

May we also congratulate Sergeant Major Joe A. English and Gunnery Sergeant Curtis F. Tinar, who are both exhibiting a new set of stripes each.

Platoon Sergeant William H. Matkin shipped over and joined us for another cruise and the nearest he got to a furlough was a forty-eight hour leave. He is now acting first Sergeant in place of our recently promoted Sergeant Major Joe A. English.

George W. Austin, our ordnance mechanic, who was discharged last month remained a civilian for a few weeks but de-

SHINES LIKE A MIRROR!



• Yes, men—for a brilliant "mirror shine" in 2 minutes or less, you want Shinola! See how those costly waxes spread over the leather, help to protect it against wear and weather—buff down to a brilliant, lasting shine in a jiffy!

Try a Shinola shine today! Buy a tin or get the new Shinola Service Kit—complete with brush, dauber, and tin of paste—all at an attractive low price!

**GOES ON QUICKLY
FOR A LASTING SHINE!**



**SUCCESSFUL MEN IN THE SERVICE SAY
BEFORE EVERY DATE AND EVERY DAY...**

**SPEEDSHINE
WITH
SHINOLA**

For Sale at All Post Exchanges, Commissaries, Canteens, or Ships' Service Stores

GET IN STEP WITH DEFENSE —NOW!



TODAY, the *trained man in industry* marches shoulder-to-shoulder with America's armed forces in defense of his country! The man who wilfully neglects his training is a *slacker* — for Democracy expects every one of us to "get in step," and help out-produce the gangster nations of the world!

Would sound, practical, modern training help you do *your* part better? Then mail this coupon, and learn how an I.C.S. Course in your line of work will prepare you for the bigger opportunities that lie ahead—fit you for *success*! You'll be surprised to find how little it costs to become a trained man the I.C.S. way!

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cided he did not like the idea very well so he joined us again, bringing Corporal William A. Rack back to the Corps with him. The old saying always sticks, "Once a Marine, always a Marine." By Edward Kimbro.

Since the last edition **HEADQUARTERS AND SERVICE BATTERY, 10TH MARINES**, had many joinings, transfers, etc. Sergeant George E. Stone (CP), just recently reenlisted and joined the battery as did Private William G. DeFord, a member of the "Rain Makers" section. From Recruit Depot we joined Privates W. W. Simmons, A. E. Blair, Jr., and D. J. Kindfather.

Chaplain Murray, our regimental chaplain, upon his recent departure, has been replaced by Chaplain W. C. Larkin. Bon voyage Chaplain Murray and to Chaplain Larkin we extend our heartiest welcome.

Departed from our midst is our esteemed and able Quartermaster Sergeant "Tex" Ethalmore R. Cox. At the quartermaster helm now guiding it with a steady hand is Supply Sergeant "Cash" Bishop. Our heartiest congratulations go out to Quartermaster Clerk Arthur J. Davidson upon his recent promotion to that rank and we were sorry to see him leave this organization.

Quite a few promotions the past month. Corporal D. V. Smith, to Sergeant, Privates First Class Joe M. Glover, Edward C. Jewsbury, Jr., Keith B. P. Neal, Irvin D. McClellan, and Louis M. Gilliland to Corporal, and Privates A. N. Carmichael, John M. Braune, and Howard A. Ruud to Privates First Class.

"Duke" our widely known and loved regimental mascot is no more. He was killed by a speeding truck on December 21st. All hands miss the old boy greatly, for in his short sojourn here he had made countless friends.

Our Sergeant Major, Cecil R. Bates has just received notice that he has been selected for Marine Gunner and he is busy these days pounding the books in his spare moments. Here's hoping it is Marine Gunner Bates by the time this article is read. Private First Class Edward Connolly, for some reason or another has developed a distinct dislike for Ti Juana, Mexico. Four of our more learned men are attending an officer's prep school which is being conducted by the Fourth Battalion. The four include Corporals B. T. Welch and W. G. Teale, Private First Class LeRoy S. Talbot and Private S. W. Whatley. The Battery mapping school conducted by our battery commander, Captain Guy E. Tannyhill with the assistance of 2d Lt. Leo S. Unger, has been the cause for much discussion by the men, but the consensus of opinion seems to be that no one in this outfit will ever get lost or go astray.

During the month of January, 1942, the boys of **HEADQUARTERS AND SERVICE BATTERY, THIRD BATTALION, TENTH MARINES**, have proved time and again that they have what it takes to maintain and uphold a strenuous and exacting training schedule.

The personnel are cooperating to their utmost with the officers and NCO's to become well trained, efficient, and a destructive force when turned loose.

We are confident and sure that, if need be, or given the chance, we could give a good account of ourselves. No matter what our men do, whether it be work or play,

THE LEATHERNECK

we go at it with all our heart, and never leave a job half done.

There is a heavy fog of smoke floating around the battery, from the cigars that were given out on our recent promotions. Our batch of new Corporals are: G. J. Helwig, D. E. Doeren, N. F. Stanfield, and L. A. Jones, new Pfc. are C. O. Cheesman, W. L. Doty, Jr., B. F. Lehmann, R. H. Gilbert, Jr., P. A. Green, R. J. Cantrell, J. A. Grivich, C. J. Held, and R. A. Nelson. Among our specialists we now have Pfc. B. Shaver 4th, and A. K. Haack 5th class. By Alexander Solomon.

BATTERY G, 3rd Bn, 10th Marines, now giving out "the word" from Camp Elliott, San Diego. This battery has been organized a year now, but about only 50 per cent charter members remain. In typical Marine fashion the others are scattered somewhere about the globe.

Our schedule during this month has undergone a great change. Except for a couple troops and inspection a week, our time is devoted to intensive sessions of schooling in all phases of military routine. Most of the guys are saying, "and here I joined the Marines to get out of school." However, they found out that the schools are pretty interesting. Some are even attending a class at night given by our CO Captain Wingo to brush up on math.

These guys sewed on a stripe this month: Pfc. Pantages, Graves, Eggert, Moregon, Broussard, Adams, Inskeep, Cotton, Frazier, Smith, Hanekamp. Corp. Snow, Sgts. Lovette and Johnson just added one. A lot more promotions are pending so the rest of us are reviewing that "red book" with all the answers.

We in the 10th Marines have a big new mess hall now; on Wednesday afternoon the favorite sport is volley ball; in the evenings the guys go for the movies at the auditorium, or try to "outsnow" each other at the Canteen. By Thomas Rettig, Jr.

Since the last article of **BATTERY I**, Tenth Marines, a great number of changes have come about. The most important to us was the receipt of a captain's commission by our Commanding Officer, James E. Mills. To our regret, 1st Lt. Andrew H. Rose and Marine Gunner Kafka left us to join another organization. Joining us were Second Lieutenants Gene M. Schrader, Alfred L. Owens and James D. Harris. In Gunnery Sergeants Calvin C. Watters, who recently joined the battery and Stanley P. Bulkowski, promoted this past month, we have two fine artillerymen.

Promoted this month are from Sgt. to PlSgt., Andrew C. Moore, from Corp. to Sgt., Ray V. Wilburn, from Pfc. to Corp., Samuel Esrick, Walter A. Pease, LaVerne Lorentzen and Richard I. St. Cyr. From Pvt. to Pfc., Donald A. Jacobs, Nicholas Demion, William W. Bedsworth, Wayne Arnold, Jr., Charles J. Ellis, Clamey V. Falgoust, James F. McIntosh, Donald D. Hill, Dunlap W. Bradley, and Howard G. Derosier.

Transferred to other organizations were Corp. Walter A. Moore, Corp. Edwin R. Clymer, Pfc. Cecil S. Pearson, Pfc. Raymond B. MacDougall and A.C. Virgil C. Gregory.

Every man in the battery is now attending school covering every phase of artillery. With this program being carried out the Third Battalion, Tenth, will be able to cope with any situation in the manner expected of all Marines. By Richard Waite.

Promotions are still the mode of the day in **COMPANY H**, 10th Marines. Pfc. Tadlock, James and Norris are now Corporals and on the way to Sergeant. Norris wasn't satisfied with his new rank, so we find him on his way to school for Second Lieutenant. Good Luck, is wished by all. The number of Pfc. has taken another jump in the last month. Freels, Trenery, Clover, Pyeatt, Winters, Reish, Spriggs, Honzik, Gates, Trepagnier, and Francis all have that first one now. Quite an impressive list, makes a man sure there is something to work for.

We are undergoing a rather extensive training period, which involves a lot of book work and school under the direction of Captain J. C. McHaney, who has succeeded Captain Twitchell, as battery commander. This schooling will give us more and better opportunity to better ourselves.

We are given to understand that examinations for promotions are to be held very frequently. Now if some of the "old salts" don't get out and get theirs it will be their own fault. The majority of the fellows, sensing the change, and realizing that opportunity is not only knocking at the door but practically kicking it down, are really getting in the old groove and applying themselves very studiously to the Marine Corps Manual, Battery Detail, Firing Battery, etc. By Robert Thomas.

Another month and as always, **MB CHARLESTON NAVY YARD**, has had many changes. Lt. Col. Geo. C. Hamner, USMC, has assumed command until Col. Wm. G. Fay, USMCR, arrives at this post. Lt. Col. Randolph Coyle, former Command Officer has been transferred. The entire command regrets Col. Coyle's departure and welcomes Col. Hamner, who has been our Post Executive Officer.

The commissioned and enlisted men of this command are buying about six or eight Defense Bonds per month.

Staff Sgt. H. B. Branam, Post Painter has been succeeded by Cpl. L. C. Brock.

There have been many ratings and transfers both in and out of the barracks. Winford L. Sims, John K. Butler, Elmer D. Hill, and John R. Davis were promoted to Sergeant. Howard W. Tarpley, Horace G. Williamson, Jr., Robert J. Stevenson, and Lawrence C. Brock made Corporal QM. James H. Cunningham, Francis L. Pulliam, Dewey L. Speagle, Ovis O. Hoffman, Jesse W. Ulmer, Norman A. Ross, Mel. Martin, Richard R. Richard, "J." "B." Grizzle, Jim Murray, William B. Hopkins, Joel S. Smith, and Harold T. Oden are now wearing Corporal chevrons. The following were made Privates First Class: Joseph Venglass, H. John Oliver, Donald L. Hyatt, Leon R. Wolfe, Marvin L. Arthur, Lucian R. Jones, Grant P. Becker, George A. Kessler, and Mike M. Yakovich. Mess Sgt. George L. Lane has been transferred and Stf. Sgt. Millard Bracken, Cpl. F. L. Pulliam and Pfc. J. D. Sheehan, J. J. Rodzen and S. W. Winstead are now on a special 6 day trip. We wish these guys would tell us how they get these breaks. Sgt. Adolphus J. Wilkes (QM) was transferred here with Field Cook L. Kirk also coming to this post. Privates J. T. Jones, W. L. Thompson, R. E. Coulter, J. J. Jarabeck, J. Venglass, J. D. Foreman, F. F. Tusing, W. G. Ziemanski, H. H. Hopwood, D. L. Hyatt, L. E. Wolfe, B. J. Wilson, J. C. Aldridge, G. D. McGee, and T. W. Haneock were transferred in here along with Pfc. Preston

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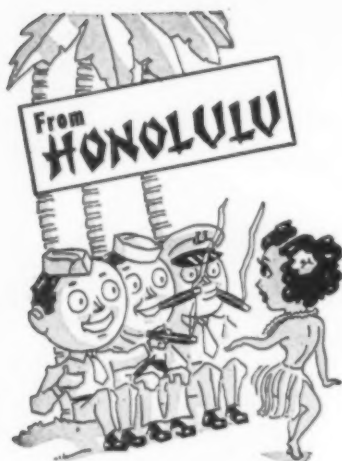
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W. McElveen. McElveen will run the Post Exchange Gas Station in place of Cpl. Clarence E. McGee, who is returning to line duty. Other arrivals include Pfc. T. J. Boyle and C. J. Jeffcoat, Sgt. E. D. Hill, Cpl. N. M. Ross and Pfc. G. E. Thompson, T. H. Cline, J. M. Carley, H. Garret, Jr., and Private V. E. Legge. Cpl. J. A. Rooks reenlisted at Macon, Ga., and was transferred here. Private Bill E. Hudnell arrived and made Pfc. the first day at the post. Under the direction of Lt. W. H. Walcott our boxing team did well in the local Golden Gloves Tournament. Able coaching by Sgt. "Uncle Dick" D. H. Walker and Cpl. J. S. "Hep Cat" Smith, helped Pfc. Chester Jankowiak win the Novice Heavyweight class, while Private Walter G. Ziemianski was runner up in the Open Light Heavyweight class. Other members of the team were Pfc. J. Venglass, H. E. Hyde, J. H. Spotanski, J. D. Sheehan, I. Kalmanowitz and Privates H. H. Hopwood, F. M. Cpl. T. B. Daniels, Jr., also was on the team.

First Sgt. Charlie Goff reports that the men of the Naval Ammunition Depot, NYd., Charleston, S. C., buy 4 defense bonds per month. By Bert Spitzler, Jr.

We offer our sincere congratulations to the officers of the **MARINE CORPS AIR STATION**, (formerly Bourne Field), who were recently promoted to higher grades. The officers recently promoted to the grades shown are: Lt. Col. W. W. Paca, Major J. S. Holmberg, Major E. B. Carney, Captain H. U. Mustain, Captain G. H. Knott, Captain L. C. Merrell, Captain P. B. Withers, and Captain R. A. Trevelyan from Marine Gunner.

The only enlisted promotions received to date were those of Stephen Gulasey to supply sergeant and Robert P. Porter to sergeant. Congratulations boys, keep up the good work.

A representative of the U.S.O. offered to purchase the Marine Service Club and turn it into a U.S.O. Club. All members are entirely in favor of the idea.

Once again the time draws near for the semi-annual transfers. The short timers are biting their nails and hoping they will see the good old U. S. A. soon. We wish you lot of luck, boys.

Since the evacuation of the families of officers and enlisted men, on January 15, we have been seeing a great number of long faces around the field, but those faces are shortening every day. We will be one great big happy family before long. (We hope).

The most recent arrivals to the U. S. Marine Corps Air Station at St. Thomas, V. I., are 2nd Lt. Thomas G. Bronleewe, Jr., 2nd Lt. Richard "J" Ofstad, TSgt. James L. Pollard, Corp. Albert J. Demicki, Corp. Raymond O. Anderson, Corp. Richard P. Haley, Pfc. Frank H. Christopher, Pfc. Jack Evans, Pfc. Floyd P. Mason, Jr., Pfc. Joseph C. Klaus, Pfc. James A. Van Vorhis, Pvt. Alva S. Bailey, Pvt. Homer Bass, Pvt. Walter E. Costlow, Pvt. Donald E. Dill, Pvt. Clinton H. Dorland, Pvt. James D. Pickett, Pvt. John B. Rochefort, Jr., Pvt. Charles T. Ross, Pvt. Garrett W. Sallee, Jr., Pvt. Hilbert Siegel, Pvt. Jules W. Dautel, Pvt. Felix G. Pulver, Pvt. George C. Roesser, Pvt. Blake A. Weaver, Pvt. Walter T. Cole, Pvt. Clarence R. McGuinness, Pvt. William J. O'Brien, Pvt. William C. Plemons, Pvt. Gus Rettos, Pvt. John Shaytos, Pvt. Donald T. Smith, Pvt. Ches-

ter S. Wojtowicz, Pvt. Cornelius H. Brotherston, Pvt. Charles E. Nau, Pvt. Michael E. Popow, Pvt. Steven Viecezorek, and we hope that your stay will be a pleasant one. By H. L. Powell.

Without hindrance to the very thorough training schedule—and line duty, we're enjoying a good many extra activities here at **MB, PHILADELPHIA NAVY YARD**.

In sports, our basketball team has done exceptionally well winning 10 out of 14 games. The most outstanding game of the season was with the Trenton A C's, a highly rated team in the Independent League of Philadelphia, which team the Marines trounced by a score of 45 to 18. Another game in which the Marine Quintet really showed their mettle was in defeating the Schoolship Sentica 30 to 27. The leading scorer for the season thus far is Corporal Hurley, with a total of 124 points acquired in 12 games of competition. Other leading scorers were Pfc. Barringer and Pfc. Kralik, while the best floor men and ball handlers were probably Pfc. Schaffer and Corporal Otto. The members of the team were Corporal Spry, Pfc. McCartney, Pfc. Jalas, FM Corporal Wieszorek, Pfc. Herzog, Pfc. Huntington, Pfc. Osantowski, and Pfc. Ancloff, who gave good accounts of themselves on the floor during the season and to whom a good deal of the success of the team is due.

In social activities, "Mother Moore," is providing a good many opportunities for the Post. Each Sunday, due to her efforts large groups of Marines are invited into private homes for dinner, including trips into the country or to various historic points of interest. Also, several opportunities are provided each week by "Mother Moore," for the fellows to attend banquets, dances and various other programs.

Besides these activities the Philadelphia Hospitality Center for Service Men is providing us with tickets to numerous entertainments. So all in all, though liberty is much less than prior to the War, we are having numerous opportunities afforded us for entertainment. By Charles Henry, Jr.

To offset the loss of **BATTERY A, 1ST BN, 11TH MARINES'** strength, recruits have been joining us periodically and now total more than thirty. It'll be some time before they can be called truly "rugged" but, with their loyal cooperation, the non-coms will show them the ropes that will result in another smoothly-rolling efficient outfit. We again welcome into our midst 2nd Lt. J. H. Blue who attend Artillery School at Fort Sill, Okla., and look forward to some very keen conduct of fire.

Less than two months ago we've seriously entered into this world-wide game of war. All can recall the feverish excitement that possessed the entire camp that week but they, realizing the need of preparation for the task of defense, instantly turned all their efforts into learning the principles of tactics in the field and the complete winterizing of the camp.

On our list of promotions we are happy to mention Sergeant-Major C. L. Arndt, Gy-Sgts. J. B. Broadus and C. Gillis, and Pl. Sgt. J. R. Carson. It would please us tremendously to give mention to the many who rated the newly acquired titles of sergeant, corporal and private-first-class, but, then, it would surely sound like a muster-roll.

THE LEATHERNECK

To the galaxy of chefs we proudly add the names of Acks, A. C. Berdue and L. Cooper. With the transfer of Mess-sergeant Tartleton, FldCk. F. Goodrich, Jr., becomes Mess-chief. We hope to fare well under the new regime, at least as well as under the former!

Into the category of recent transfers we include the names of Corp. C. Sutherland, Pfc. Guidice, and Pvt. Barbee, Price and Gieger. Pfc. J. F. Harley succeeded Corp. Sutherland as property-sergeant but it is a matter of conjecture whether he'll equal the calm efficiency of "the Judge," although appearances are promising. Pfc. Harley, incidentally, is soon to become a proud father, probably before this report goes into print.

The latter part of November and December found boxing the key-note in the First Division. With the final gong and the presentation of the Gene Tunney Trophy by Jack Dempsey, we tallied three winners. The fistie phenominals are: Sgt. C. Volkavitch—Regimental Light-heavyweight, Pfc. J. J. Balazs—Regimental Heavyweight and Pfc. E. Thomas—Division Flyweight. Great fighting, men!

Sgt. Horace Cox made his "Hash-mark" debut with a rousing drink-fest. All drank well and deeply amid the clink of glasses and harmony of song.

Pfes. M. J. Hess and J. C. Raspberry have recently joined the Instrument Section and, under the able guidance of the non-coms, are progressing rapidly in learning the intricacies of trigonometric functions, use of the instruments and survey work.

It was a fine afternoon as Battery A stood at attention while our "Top" received his warrant as Sergeant-Major. This was the occasion to really mention in letters home! As a token of appreciation for the "Top's" unstinted efforts in our behalf, we presented him with a desk-writing set.

As I read over the report I realized that I've merely scratched the surface of all the Battery has done throughout the past two months. Still, for the time being, I'll quietly wait another month to add worthwhile facts. Look for your mail-man then for news that is news. By Marion J. Staszewski.

Finally, sandwiched between our present extensive training program and our port and starboard liberty watches, we have found time to submit this report of **HEAD-QUARTERS AND SERVICE BATTERY, FIRST BATTALION, ELEVENTH MARINES.**

Since our last report, we have continued our typical Marine Corps itinerary.

On 29 October, 1941, we left our "Home Station" at Parris Island and moved, by truck convoy, to the new Headquarters of the First Marine Division at New River, N. C.

We were welcomed at New River on October 30th with the familiar pyramidal tents with decks of North Carolina SOD. Undaunted by the lack of building material, and with the experience given us by our six months' stay in Cuba, we "turned to" in an effort to build a presentable camp, worthy of the title "Marine Base."

Now, after three months of work that seemed never to end, we have a camp that swells us with a pardonable pride when we say "We're from the 11th Marines." And too, as all Marines must, we are proud of our Corps, and the uniform we wear.

In order that we too, will be able to uphold the traditions associated with the name we bear, and which we feel are ours, we have entered all recent training pro-

grams with initiative and vigor that can mean only one thing: when the opportunity presents itself, we'll be ready to prove, as convincingly as it has been in the past, that "A Marine is the World's Best Soldier."

The **IONA ISLAND** Marines appear to be taking a typical New York State winter in stride. Using every available minute of Liberty time, the boys are finding great pleasure at the Bear Mountain Winter Resort where they are able to skate, ski, toboggan, and dance with the best looking females from the Greater New York Area.

Aside from this, there has been a friendly undeclared Boxing War started with our rivals from West Point. The yearly clashes of fisticuffs between our boys and the Army Leatherpushers has never failed to please the attendants of the various Smokers where these bouts are held. Our team split even with the Army in the bouts of the first Smoker of 1942, late in January. The Iona team includes Wito-wich, De Fazio, Feldman, Carter, Baldwin, and Ieva. The next Smoker is to be held at West Point the second week in February.

We lost, through transfer during January, two good men in the persons of Cpl. Ernest De Fazio and Pfc. Nick Di Faleo.

In welcoming our replacements may we extend greetings to 1st Lt. Victor J. Simpson, U.S.M.C.R., who replaced 2nd Lt. Lawrence L. Jacobs, U.S.M.C.R., early in January. Also we welcome Platoon Sgt. England.

Promotions include Privates First Class Ohleth, Ieva, Toth, Tinkey, Magaha, George, Feldman, and Morse to the rank of Corporal. From Privates to Pfc. included Thurston, Cooper, Benish, Rees, Smylie, Crawley, and Zeneski. By David A. Cleeland.

BATTERY C, 1ST BN., 11TH MARINES, hereby throws its hat in the ring. It is our observation that it has been "Long time no see" this battery in print. Well, like everything in these times, they are changing, and "De Battry" is changing along with 'em. We like to think it is for the better all the time though, it doesn't seem possible that one Battery, pack-howitz, zombie, could be much better. We are living in one of the best "fields" of No'th Carolina and I venture to say, without fear of contradiction, that we have just about more saw-dust than anybody, spread on that field, excepting the lot where the Greatest Show on Earth last pitched their tents.

May we take this opportunity to wish the gang that just left to form the Third, the best of luck and say that they did a bang-up job in getting us settled here in our "field" when the going was tough and the comforts less than they are now.

Best wishes to our former CO in his new assignment of duty and a hearty welcome to our new "Boss," who may expect our full backing and earnest cooperation. Congratulations to the many men recently smiled upon by that good old gal, promotion. Well, so long for now, another load of saw-dust just arrived.

Once again **COMPANY A, 2ND AM-PHIBIAN TRACTOR BATTALION**, the "Amphibious Tractorious," sounds off and for good reason for the ratings have really drifted our way. For quite a spell now the barracks have been giving a first class exhibition of how to lay a smoke screen



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as it seems that cigars, and not beer, were the order of the day on promotions.

Company "A" is probably rated one of the most photographed outfits in the Marines. To date we have made the front and inside pages of newspapers, newsreels, March of Time, and Fox Movietone happy for the outfit photographed extremely well, so well in fact that the mirrors are about the busiest spot in the barracks with all the gang imagining themselves to be a future Clark Gable. The arguments run hot and heavy as to whether or not so and so was in the picture and "I wonder if I will show up on the screen?"

Enough of the breeze fanning, for the gang has really settled down to work and under the able leadership of Captain Henry C. Drewes, we have a grand outfit well on its way. Quite a few "Boots" are in our midst but they have all pitched in to learn the somewhat ungente art of being a good Marine and so far they show excellent progress.

The "Alligators" have proven they can take it as they have now really been through the mill and all they desire is a pair of slant eyes in a .50 MG sight off the bow. So until next month, "We'll see you in Tokyo." By Robert D. Rigg.

The loyal readers of THE LEATHERNECK couldn't help but notice the absence of "Dope and Scuttle-Butt" from BATTERY E, 2ND BN, 11TH MARINES' scribe for the month of January, so he is coming in now to tell you the reason why.

The truth of the matter is most unlikely to be accepted as a feasible excuse, but there is so much pride and joy connected with it that I am left no alternative but to tell the truth and nothing but the truth.

There has been a lot of talk and praise going around for the fellows that built the "home made" mess halls at our New River camp. Well, they certainly deserve it and they all have plenty of credit due them for their fine handiwork—BUT—the boys of Battery "E" feel as though we should get at the bottom of all this praise and glory and rise to the top by telling you that Sergeant Gerald Bowman with the able assistance of Corporal Ed Zukowski built a Mess Hall that was the envy of every member of the Second Battalion. Our mess hall is so homey and the food so good that a noticeable reduction in week-end liberty is apparent due to the fact that the fellows just can't stand being away. While on the subject of mess, we would like to put in a few words for our fine mess force. Mess Sergeant Windley is a very able leader and we owe him thanks for making excellent cooks out of Schwarz, Vanderwall, Fletcher, and "Pepper" Vietri, in addition to running a smooth galley.

All news is not good news and this is no exception. Transfers have taken many of our good men during the past month, and we wish them all the very best of luck in their new outfits. The detaching of our skipper, Captain Louis A. Ennis, after a year as our Commander; Executive Officer 1st Lt. Henry S. Faus, and 2nd Lt. John D. Bradbury was the "pay-off" to our bad luck. It seems very appropriate with the wishing of good luck and farewells to our buddys to welcome in our new skipper, 1st Lt. Ernest P. Foley. The word has just been received by this office that Lieutenant Foley has been selected for Captain.

Our First Sergeant, Russell O. Baker, a former fire chief, has taken on additional responsibilities and duties as technical

adviser to our newly appointed Fire Marshall. A night occupation problem is due to start within the hour so this night "occupator" is going over to the dining room and stow a quick bit of chow. See you next month.

COMPANY K, 3RD BN, 7TH MARINES, saw the New Year of 1942 come in amidst a small flurry of transfers. Amongst the men transferred we are proud to present one of our most progressive Sergeants who gained recognition as a leader in his duties from our executive officer and was recommended for Candidates Class in Quantico, Va., for further study for a commission in the Leatherneck Corps. He is Sergeant Richard H. Mickle and I'm sure he will set himself up as a fine example for the men of this company. Others transferred are: Sergeant William Manson, Corporal Bill Billingsley, Jr., Corporal Victor Tate and Corporal Vernon M. Waters. Pfc. Frank A. Hehl, Jr., was transferred to Company "A" Motor Transport after an advanced course in mechanics at the Hercules Motor Corporation, Canton, Ohio.

Quite a few of the men began the New Year with flying colors and cracked grins over their promotions instead of the usual "gum beating" which took place throughout the preceding year. Promoted to the rank of Private First Class on 3 January, 1942, were the following "weasels" of "K" Company: Anthony W. Coleman, Francis J. Flemming, Oscar T. Ginn, Jr., Thomas R. Godfrey, Claud A. Hammons, Robert J. Kettner, Theodore J. Marzian, Frank (Gunner) Miller, George N. Mixer, Wheeler A. Rhinehardt, and Johnnie W. Simpson. Then on the 10th of January, Sergeant Woodbury Levi passed around the cigars when his long awaited promotion to the rank of Platoon Sergeant was given him. By the way, "Woody," whatever did become of those cigars?

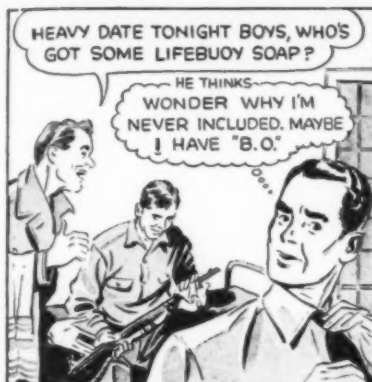
And now just yesterday, seven more warrants for promotion came into this office. Promoted to the rank of Sergeant as of the 26th of January were: Sergeant Frank Dunn, Sergeant "Tex" Krabenbuhl, and Sergeant Mike Strank. Seems like all "Tex" ever does is sew on stripes. And to the rank of Corporal we have: Corp. John M. Hershey, Corp. Micielaus P. Huebra, Corp. Jack Kerens and Corp. James W. Mixon who may all write home at last and notify the girl friend that it's "Corporal" now.

Seems as though our acting Property Sergeant Marion W. Guinn was the first man to meet the "fickle finger of fate" in the form of an automobile accident on the 10th of January. Injuries could have been worse but he reported at the Hospital with a broken "right wing." Here's hoping for a speedy recovery kid!

Corporal George M. Shore was honorably discharged on 23 January, and was reappointed to that rank upon his reenlistment in the Marine Corps Reserve. He just couldn't stay away from the boys of "K" Company because the perspective of lining his sights up on a few Japs and Germans pretty soon were rather bright. Am I not right Corporal? We are all rather restless for the opportunity to "mix it" with the Japs and Germans and ease some of our dull moments.

This is your "K." Company correspondent signing off with that well known, never to be forgotten cry, "Remember Wake." Here's wishing all the Corps and LEATHERNECK readers and followers a Very Happy New Year.—By Pfc. Edmund A. Dunham.

A GREAT LIGHT DAWNS—and "Lonesome Luke" isn't lonesome any more



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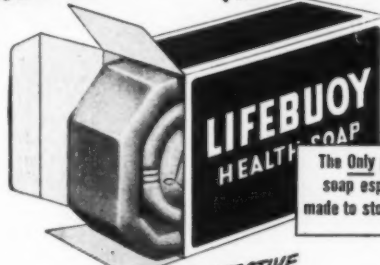
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SAME PROTECTIVE LATHER

Hello, readers, it's your pinch hitter again, because our regular reporter is still confined in the hospital. We are hoping he will get out soon so he can really give you the dope. **COMPANY L**, 3rd Bn, 7th Marines, lost some of the old gang this month. Corporals Mantor, Mills, Bailey and Younce left us. Also had a lot of changes in rank here lately. We got four new Sergeants and another Corporal were hoping to get a number of more Corporals in the near future. The ratings are flying high and wide and the boys are really knuckling down on their studies to grab them. We musn't forget also that Frank Kelly and Otto Robinson made Gunnery Sergeant. The Company has also made a few changes in the jobs around the Company. Sgt. Reid has taken over the Company Police Sgt. job and Corporal Arney now has the property tent. We have joined Pvt. Van Wyngaarden and are expecting quite a number of recruits in the near future. Our Company Commander was in the hospital for a few days but you can't keep a good man down like our Captain Ferguson.

Well, it's a case for celebration or something in **COMPANY M**, 3rd Bn, 7th Marines. This month must have been named "promotion" instead of January. The box score reads "Sergeants—Five; Corporals—Twenty-four; Privates First Class—Thirty-five." This is being written on payday, and boy, is this office expecting to have a big time!!

We were fortunate enough to become a weapons outfit again during the month, and to acquire a good bunch of men; and un-

fortunate enough to lose our exec, 1st Lieutenant Handley. However, leaving this company seems to have worked a charm, for he is now Captain Handley, and that really calls for congratulations from this command. As you may have guessed—we thought he was tops.

The company was athletic enough to furnish the basketball team for the whole battalion, and the team isn't doing too

badly. Their first "furrin" game resulted in a 24 to 22 loser, and they are howling for revenge now. Maybe the rest of the battalion will furnish a little support in the future and make the story a little different.

The scream that you just heard was the top losing four skins—so since this is the company clown speaking—brother, it's time to go!—By H. L. O.

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I think it is about time for **MD, GEORGETOWN, BRITISH GUIANA**, to make its initial appearance on **THE LEATHERNECK** pages.

We have been visited by the Governor of the Colony, two Congressional Parties, and several British and Navy officials.

Promotions have started to come, the following men having been the lucky ones: Roark, StfSgt.; Brewton, PlSgt.; Rader, Sgt.; Byrum, Corp.; and Barbour, Holland, Waddell, Sams, and Burns, Pfc.

Oh yes, our bugler is Field Music First Class Charles Swartz.

In those beautiful Bermuda Islands in the Atlantic, 600 miles off Charleston, Uncle Sam has established one of his bases acquired along with the destroyers for "Bases for Defense" trade. Hence about the time that you are reading this **THE MARINE BARRACKS, U. S. NAVAL OPERATING BASE, BERMUDA**, will be celebrating its first anniversary in these islands.

The Fourth Provisional Marine Company was organized on 16 January, 1941, at the Reserve Training Center at Marine Barracks, Quantico, Virginia and was destined by progressive steps to become the Marine Barracks in Bermuda. After some intensive training at the Quantico Base, on 21 February, 1941, for Bermuda an advance party departed to establish a camp site and prepare in general for the arrival of the main body which left Quantico on 10 March, 1941, and arrived in Bermuda on the 17th with the wind blowing a gale and rain coming down in sheets.

In proper tradition, however, the Marines were first to land and even the advance party had the situation well in hand. This organization then became known as the Marine Detachment, Bermuda, and was quartered in tents on that part of the leased area known as Tucker's Island. Fate had other things in store, however, than a good deal of hard work and no little fun in and around the island with its excellent swimming and fishing, for in April a Captain, U. S. Navy, arrived and said, "I am the Naval Operating Base" (those may not have been his exact words but that's the way it seemed since he was without a staff, office or other evidence of his might) and so we became the Marine Detachment, U. S. Naval Operating Base, Bermuda. The S.O.P. pennant was hoisted. We began to dry out a little in May and life under canvas wasn't so bad after all and the camp was beginning to be something that we wanted to show people when they came aboard. Somehow or other we attracted one of Life's photographers and the August 18th issue was stolen by our own Sergeant Arnold Frederick Frazer from East Brady, Pennsylvania. It was about this time that all of us were not in agreement as to the proper designation of this unit so we inquired of Headquarters and were informed that henceforth we would be known as Marine Barracks, U. S. N.O.B., Bermuda (in tents). With this information we assumed the attitude of complacency which apparently was the wrong thing to do for construction had gone on apace and presently we were told "Your barracks are complete on the mainland" (5x19 miles).

So again we packed up and moved across the newly constructed causeway to what will probably be the Marine Barracks for some years to come. Aside from the mud which is ever present, or so it would seem, there isn't a thing to complain about. A well equipped galley, comfortable quarters and plenty of beer in the post exchange, with a new recreation room, keep most of the men in camp.

As the months roll by **BATTERY 7, ANTIAIRCRAFT, 1ST MARINE BRIGADE**, is beginning to look on Iceland as its second home. Some of the boys have made local contacts and are looking forward to liberty nights as they used to back in the States.

Radios, ice skates, phonographs, records, and even skis are beginning to make an appearance in packages from home. Food still leads the list, especially candy and cake although canned goods are climbing steadily. Some of the girls we left behind us have taken the knitting urge and have sent sweaters, mittens, and socks to keep us warm in this far-off land of the North.

A ping pong tournament held not so long ago saw Pfc. Schudy emerge victorious after shellacking Lieutenant Humphreys in the finals. The prize was a case of beer and has made Schudy a very popular man. In the consolation tournament Pfc. Yarrow defeated Pfc. Proctor after a hard fought battle.

Our battery has acquired a Chaplain to help us along the rocky road. It seems that Gy. Sgt. Sanford after reading off the men one afternoon ended his speech with the warning that from henceforth he was throwing away his Chaplain's crosses, the men could look after themselves. The next morning the unsuspecting Sergeant appeared for formation with a pair of crosses pinned upon the shoulders of his sheepskin.

Following a few minutes of general hilarity the Sergeant discovered the cause of all the fuss and promptly joined the laughter. PlSgts. Shreve and Wehrly were awarded decorations as first class humorists for their bit of practical joking.

The following are our current promotions: To Sergeant: Michael Hrabesak; to Corporals: Henry D. Dobrowski, Donald G. Kent, John T. Stirling, Paul S. Owen, Lawrence C. Kneip; to Privates First Class: Floyd M. Crandall, Howell L. Gay, Robert E. Johnson, Bernard E. McNichol, Edwin H. Purchell, Louis G. Sorino, Elmer A. Tadio, Philip L. Wineman.—By Russel James.

Anyway, 1st Lt. H. V. Hiett, **BATTERY D, 1ST MARINE BRIGADE**, is once again reporting from this laval-bound pinnacle on the Lost Horizon, so stand by for "straight dope."

To begin with, at this writing we are doing our duty at a sort of last outpost and hoping we will remain lost until time to shove-off. The scenery here is rugged, the temperature is low, and the wind, high. Snow and sleet haven't bothered us too much and it was rather nice to spend a "white" Christmas after the California kind. Of all the camps we've lived in, "Siberia," as the boys so aptly describe it, is the best yet. We have our own PX and recreation hall. Movies are shown frequently at a nearby camp, and adjoining us is an English camp whose canteen abounds in quarts of ale and beer, all of which gave a great acceleration toward Yuletide spirit.

Sgt. Kennedy put his "little theatre" through their paces. However, continuously interrupting poor Sgt. Kennedy and persisting in making a hilarious nuisance of himself, was red-nosed, smoke-stacking, tagging, stumbling, hicoughing, Pfc. Bob Fritch. Also knocking the audience icy, Pvt. J. W. "Rubby-Dub" Myers, all decked out in a borrowed British uniform and narrating in dialect, imitated members of the British forces, himself, and finally our own Mr. Barnes. Confidentially, it sounded more like the Lieutenant than Mr. Barnes does himself.

In passing, we can't forget to mention that Pvt. Sydney "the Bone" Newman made a most lovely and desirable bubble dancer. (You'd never guess what he used for a bubble!!!!) Smartly costumed in ill-fitting issued long-gauchies, and wearing blonde tresses of the best obtainable hemp, he was delicious, indeed. Pvts. Oscar Sams and Cleveland Ledet made a most acceptable black-face duet and Pvt. "Chubbins" England brought many an amazed grin, chuckle and guffaw when he blisfully sprang from concealment to represent little Mr. 1942. Naturally, he was convincingly clothed in the tri-cornered pants, steel helmet, and with gas mask slung. After blowing flowery kisses to all he disappeared into the wings. Carrying on back stage in the capacities of assistant stage manager, assistant director, assistant producer, assistant sound effects man, and executive "Yes Man" was Pfc. Don J. McAuliffe. The sextet, composed of Pfc. Bullard, Amyotte, Kral, Wolak, Pickard and Zeisler, sang "The Territorial Army," "Darling, Let Me Fix Your Garter" and "When I Was a Boy."

The entire cast stepped on stage to sing "Over the Seas, Let's Go Home" finale, with the inebriated Fritch, pack askew, seabag spilling its contents, and bottle of "Bjor" tenaciously clutched in hand, making his final appearance on the "Shovin right off fer home again!!"

A vote of thanks from the entire Battery and attached units was given to Sgt. Kennedy, and immediately, the canteen was opened by "Pops" Van Stone and free beer, cigarettes, and cigars became the attraction.

Well, Old Dog Battery was pretty long-winded this time but it was just too good to keep ourselves. Sorry, no promotions this time, but guard, troop inspection, battle stations, and school go on just the same.

The **MARINE BARRACKS, NAVAL AIR STATION, SITKA, ALASKA**, is still somewhat agog with the advancement of Edgar E. Johnson from Corporal to Sergeant and on the same day of Robert McH. Casey from Pfc. to Corporal. The traditional beer and cigars was passed out by the new rates to the undying satisfaction of all the command.

GBysgt. June got his Marine Basketball team off to a fifty-fifty start recently by trouncing the Navy team to the tune of a 26-14 score and losing a heart breaker to the Goshawks 24-20. June has the lads working double time now and is gunning for the Goshawks when the service league opens.

Our bowling team, namely 1st Sgt. Terry, Gysgt. June, Sgt. Osgood, Pfc. Brownell, FM1cl Brown, Pfc. Pfannkuch, and Pvts. Moore and McCaman finished the first round of the current service bowling league with a victory over the TUV team, thus putting themselves in tie for first place honors—By W. E. Clark.

In the past month Captain George B. Wilson, Jr., **BATTERY F, 2ND BN, 11TH MARINES** commander, has welcomed a large number of new replacements into the outfit. Though we feel that we have lost some very good men the new crop seems well capable of taking up where the transferred men left off.

There have been many new ratings earned in the outfit in the last few days. Too many to mention by name. So to all these newly made N.C.O.'s and Pfc's we merely say, "Congratulations and keep punching for the next one."

We welcome the addition of Second Lieu-



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I discover Icy Mennen MENTHOL-ICED Shave!"**

Crave Coo-o-ol Comfort? Man, start each morn with an icy Mennen Menthol-iced shave! How that cool, bubbly lather refreshes your face. And wow, how whiskers wilt! No yank or pull. Want to start each day *bright*? Then, start singin—"Mennen Menthol-iced for mine!"

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THE 3-STEP SHAVE OF GENTLE-MENNEN:—① SHAVE CREAM, ② SKIN BRACER, ③ TALCUM FOR MEN

tenant Joe B. Russell as our new battery Executive Officer. He has already proven his ability, and the firing battery should profit immeasurably from his schooling.

Under the guiding hand of First Lieutenant Bishopp, the fifth section, antiaircraft, is among the best trained in the Regiment. But if they do not achieve what the firing battery men consider an appreciable number of hits on the sleeve targets, they had better hibernate in their tents for the remainder of the winter.

Here is one of the Quiz Kids. What Fox Battery sergeant, hoping for Platoon in the near future, made a striking soldierly appearance, dressed in his skivvies, when the Colonel came through the camp on a formal inspection tour?

Sorporal Thomson, of the Philadelphia Thomsons, must have a very vivid imagination. After listening to him rave about the ravishing beauty and blamour of a certain Kinston widow, the boys decided to check on his choice. The object of the search was finally tracked down most of the boys came back to camp shaking their heads. owing to forsake all lierty periods if that was beauty.

The entire battery, officers and men, wish to extend to Pfc. Donald "J" Cheetam and his family their deepest sympathy on the loss of his father.



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Across the Editor's Desk

YOUR RESPONSIBILITIES: Each man of the corps has a tremendous responsibility these days to his country, his corps and himself.

To perform duty with all his strength and intelligence is the paramount task of every Marine. To the older Marines, the men who have served much time in our Corps, there is another responsibility. It is to these men that we look for the indoctrination of the new-comers into the history, high traditions, honor and morale of our corps.

The Marines are a singularly distinct organization. It will continue to be regarded with high esteem by the people of our country so long as we continue to maintain our high standards. We won't fail there.

Do your job right; do it cheerfully and never fail in the literal application of our motto. With that spirit the Corps will continue to add to its distinguished record.

FIRST TO FIGHT: Since December 7, the Marines have been "in the thick of things." First at Guam, Midway, and Wake Islands and at the present with General MacArthur's forces on the Bataan peninsula, Marines have been fighting the Jap. Some have been captured in these encounters, others have been wounded and killed in action. To us, their fellow Marines, lies the job of avenging these lads who have borne the first assaults of the Sons of the Setting Sun. They will be avenged.

AN OLD CRY: Once again we devote valuable space to remind you subscribers that you must notify us of your changes of address. Please do this without fail. Keep us informed of your correct address to receive your monthly copy.

THE LEATHERNECK

we
str
Ha
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BOMBER COMMAND

(Continued from page 26)

in giving close support to his advancing land armies.

It is now the time to turn the heavy bombers. Their operations were carried out entirely at night. The targets, chosen by the joint Franco-British Staff under the orders of the French High Command, were in succession, first, marshalling yards, railway junctions and trains between the Rhine and the eastern frontiers of Holland and Belgium; then "bottle-necks" on the general line Turnhout-Namur, the crossings over the Meuse as far as Charleville; and, finally, points of congestion behind the German armies. The weight of attack which could be put on these three main kinds of targets in any one night depended on the number of heavy bombers available, the state of the moon and the demands of the General Staffs. As the battle developed, the French called for more attacks on the last of these objectives.

On the night of 20th-21st May a very large number of heavy bombers were used against roads and bridges in the neighborhood of Cambrai and Le Cateau in an effort to interfere with the German advance against Amiens and Arras. Again, during the fighting about Roubaix and Cassel heavy forces attacked the enemy's communications in the Charleville-Courtrai-Diest triangle. Later on in June the crossings over the Somme and the Aisne were frequently attacked. It is not possible to describe all these operations in detail. They opened with the bombing by a force of Whitleys and Hampdens of the communications radiating from the important railway junction of Munchen-Gladbach. The bombs they dropped were the first to fall on German soil with the exception of those which burst on the Island of Sylt on the night of 19th/20th March. Altogether our heavy bombers made twenty-seven major attacks on German communications, dumps, oilstorage tanks, focal points and other similar targets, between 11th May and 15th June. Among the more severe and successful were: that delivered on the night of 15th-16th May, when much damage was done to the railway junctions and marshalling yards at Aachen, Roermond, Bocholt, Wesel, Munchen-Gladbach and Cologne, the Autobahn south of Duisburg, and the airdromes at Dinsburg and Eindhoven; that of the 20th/21st May, when a number of bridges over the Sambre and Oise were hit, a train at Hirson derailed and an ammunition dump at Nouvion blown up; and the series of attacks delivered in the first fortnight of June on the whole length of the German communications from the marshalling yards in the Rhineland to the Somme, when particular attention was paid to Amiens, the rail head at Hirson and the junction at Aachen.

All these efforts, untiring though they were, could not save the situation. The strength of the enemy was very great. He pressed his attack with relentless determination and achieved complete success

LAZY MAN'S SHOE SHINE



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- 1 Take dauber from bottle of Dyanshine Liquid Shoe Polish, squeeze against inside neck of bottle—apply sparingly all over.
- 2 As soon as Dyanshine has dried (in a few seconds), take a brush or a soft cloth and polish to a brilliant, long-lasting shine. It's a breeze!

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apart from his failure to trap any large part of the British army, of which 193,568 officers and men were taken off at Dunkirk, together with 123,095 French troops.

TARGETS OF THE LUFTWAFFE

The German air attack on France was divided into five phases. For the first three days it was directed mainly against airdromes and landing grounds, of which eighty-one were bombed, and against railways and factories. During the second phase, which lasted till the German armies reached the Channel Ports, the principal targets were troops and transports, though the enemy was able to make fifty-nine attacks on airdromes and thirty-seven on factories. The third phase lasted from 27th to 31st May, during which time the Germans concentrated unsuccessfully on preventing the British Army and the French Northern Army from escaping from Dunkirk. Throughout the fourth phase, from 1st to 4th June, he made raids on communications and factories near Paris, in the district of Lyons and as far away as Marseilles and other places in Southern France. In the fifth phase, which lasted until the French sued for an armistice, the Luftwaffe returned to the support of the German armies. The harm caused to the industrial life of France is difficult even now to estimate, but sub-

stantial damage was undoubtedly done to her railways and ports, though not to her airdromes. The German attack was made without regard to casualties. By 4th June it was estimated that the enemy had lost 2,847 aircraft destroyed in the air and on the ground. This figure included about 400 troop carriers.

By 16th June it was certain that France was about to sue for an armistice. On the next day she did so. By then all our bombing forces were being withdrawn from her territory. Nothing more could be achieved by the Advanced Air Striking Force or by Bomber Command. Both had thrown themselves into the battle regardless of losses. They had dropped hundreds of tons of bombs on objectives chosen for them by the French High Command. More than a thousand tons had fallen on the railways of France and Northern Germany alone. Their casualties had been very severe. On 10th May the Advanced Air Striking Force had 135 bombers serviceable. During the next five days they lost 75 of them. From 10th May to 20th June, Bomber Command lost forty per cent of their first line strength. The pilots and crews had done their utmost.

"Tis not in mortals to command success." These men had done more: they had deserved it.

Article courtesy His Britannic Majesty's Stationery Office and Doubleday, Doran and Co., New York.

PACIFIC BATTLE STATIONS

(Continued from page 31)

forced to creep around the coasts of Borneo and Celebes, losing valuable time while Batavia and Soerabaja rushed last-ditch defense diggings.

No wonder, with all this action, that Fordham University's seismograph recorded an earthquake somewhere in the vicinity of Makassar Strait.

Even official statistics did not coincide as to exact Jap losses (Dutch said 34 ships; some U. S. sources put it as high as 46); 25,000 Japs were said to have drowned. We were too busy fighting to stop and count. Our own losses were fantastically light.

But all authorities agree that the engagement showed U. S. naval and Dutch air forces overwhelmingly superior to those of the Rising Sun. The tip of a sunken Jap aircraft carrier off the Borneo reefs is a monument to American naval power, just as the shattered turret of the "Arizona" is a reminder of Jap treachery.

So far all United action had been defensive. The cheering section had seen a magnificent goal-line stand by MacArthur, a brilliant interception by Hart's destroyers at Makassar. But they wanted to see the home team carry the ball, make some move to even the score. It looked as if they would have to wait several months longer, until jammed assembly

lines and precarious supply lines could be straightened and strengthened.

For, less than a week after the disaster at Makassar, the tough little men were on the move again. They bombed the big Dutch air base at Amboina, then attacked with a fleet of 13 ships, including 3 heavy cruisers. They grabbed off new beachheads on the Borneo coast (Samarinda, Pontianak), creeping around to bases from which to attack Java, heart of the Indies defense.

They bombed Timor, strategically located plane ferry landing field, under troubled Portuguese-Dutch-United command. They reached further into Burma, capturing Moulmein, take-off point on Kipling's famed Road to Mandalay, and even more vital today to the Burma Road.

Raids by squadrons of 26 to 60 bombers and fighting ships swept over Soerabaja (Surabaya) and Batavia. The Dutch admitted "considerable damage." Presence of the fighter ships indicated that at least one aircraft carrier had escaped the shambles at Makassar and was operating off the Java coast.

The cheering section settled down again, apprehensively watching these new Jap advances, and pondering over spring weather. But Feb. 1 and 2 gave them something more to think about than the groundhog and the yellow weasel. The Pacific Fleet suddenly moved on the offensive, staged a surprise thrust at Nip-

pon-mandated Marshall and Gilbert Islands, gave Tojo's garrisons a taste of what it felt like to be bombed and shelled without warning by a superior force at dawn.

This was no major engagement like Makassar, but it was even more cheering to great numbers of the United public. It demonstrated convincingly that Japan's hold on the outer reaches of her vast Pacific "sphere of influence" was none too strong. It showed that even this early, before our full strength could be mustered, we packed a potent one-two, could rally from defeat and stage a surprise comeback.

Actual military and naval results were at first declared not important. We struck at the plane and submarine bases at Jaluit, Wotje, Kwajalein, Roi, and Tarao, which Japan had been fortifying (contrary to treaty agreement) for years. American intelligence agents sent to investigate had been beaten, robbed, shanghaied, and even murdered. The last investigating force didn't stop to take notes. It just piled in with everything. Warships and planes sank, beached, or damaged many enemy fleet auxiliaries. Military installations were "hit hard" by shellfire and bombs. Enemy planes were destroyed in the air and on the ground.

Our losses in personnel and surface craft were negligible. But strong air resistance took eleven of our attacking planes, which although carrier-based, still outflew Japanese land planes.

JUMP-OFF FOR WAKE ATTACK

It was from these bases that attacks on Wake and Midway were made. Also attacked was Makin Island, seized from the British on Dec. 7. These may also have been bases for subs seen along U. S. Coast.

Twelve days later, official recount stated damage was much greater than originally estimated. Sunk were an aircraft carrier, a new cruiser, two large subs, eleven auxiliary craft. Eight other craft (including 3 subs) were damaged, for a total loss of over 150,000 tons. 41 enemy aircraft were destroyed, 4 major radio stations levelled. Hangars, ammunition dumps, supply sheds and shops, wharves and oil tanks went up in smoke. Runways and shore batteries were made useless.

At the height of the engagement, American gunners fired so fast that the ships were in continuous vibration, and brass shells covered the deck, still hot, up to the knees of the men detailed to pick them up.

The destruction on islands such as Wotje was complete. Unlike Pearl Harbor, these bases may never be used again. The four islands were raided by separate units simultaneously.

The fleet approached Wotje in brilliant moonlight, arriving undetected within the aerial and sub-patrol zones. The Japs too can be caught napping. Seaplanes took off from their carrier at 6 o'clock, in a chill tropical dawn. It was after 7 before Jap land batteries began firing.



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BATTLESHIP USS OKLAHOMA lies overturned in the mud at Pearl Harbor. However, authorities declare that the *Oklahoma* will be ready to return to active duty in a few months.



GUN CREW FIGHTS back from shadow of wing of wrecked patrol plane during the attack at NAS, Ford Island. Note improved mount made of pipe.

By 9 the job was finished: observers could detect no sign of life on the island. Great fires were burning, the lagoon was dotted with beached or sinking ships.

At Taroa, the surprise was almost as complete. The Japs opened fire after the American raiding unit had come within 10 miles undetected. A squadron of American planes answered by bombing and strafing, getting away with perfect timing, just as the cruiser's big guns blasted a salvo.

In all this action, coordination between air and surface forces, and among the various raiding units was practically perfect. The flustered Japs seldom came close, scored only two near hits. By

irony of fate, one of these killed the only pilot on one cruiser who remained on deck. All other pilots returned safely.

Jap bombers could not penetrate lower than 2,000 feet, thanks to the persistent firing of our "Chicago pianos"—multiple pompoms. One dive bomber did get through to score several casualties, and hit a cruiser. A flight of 8 twin-engined Mitsubishi bombers dropped 16 bombs from a height of 12,000 feet. Smart maneuvering by U. S. navigators caused all to miss.

Biggest catch was at Kwajalein, where 9 naval vessels (including 4 carriers, cruiser, destroyer, 2 subs) and two large seaplanes were destroyed.

Poorest results were at Jaluit, where a violent thunderstorm held up complete success, and accounted for the loss of 6 planes.

But heartening as the Makassar and Marshall engagements were, they did little to stop the Japs, who by middle of February were threatening Java, Australia, and Burma ever more seriously. The United sea victories merely showed what our navy can do with limited ships, planes, and men, underlined the crying need for greater production, faster supply—a factor made increasingly difficult as Japan cuts off direct trade routes and causes shipping detours around Australia or Africa.

THE USS UTAH'S keel plates and one propeller jut from the waters of Pearl Harbor. This decommissioned old target ship was the "aircraft carrier" claimed by the Japs.

TWISTED WRECKAGE of the *USS Arizona's* superstructure is shown listing through the billowing smoke. (All Official U. S. Navy Photos.)





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The Makers of Wrigley's Spearmint Gum

W-9

THE GAZETTE

As of February 9, 1942 the enlisted strength of the United States Marine Corps was 69,915 Regulars and 27,769 reserves plus 13 retired on active duty. The three units totaling together—96,696.

FOR TEMPORARY APPOINTMENT TO MARINE GUNNER GENERAL DUTY (133) Sergeant Majors

Larn, Horace
Pince, William
Wilkins, Ford E.
Mosier, Melvin E.
Salesky, Jack
Smith, Robert Arthur
Wick, Carl
Farley, William T.

Snell, Evard J.
Hartkopf, Albert C.
Calsky, Robert
Burnham, Bunah L.
Gorman, Edwin M.
Thomas, Whipple D.
Davis, Jack
Hudson, Howard D.

Master Gunnery Sergeants

Guilmet, Oliver Austin
Segal, Nathan
Trax, William F. A.
Petrie, James George
O'Neil, John E.

Kohs, Rudolph
Coffey, Albert R.
Easterling, William A.
Lowery, Thomas Obie
Hull, John W.

Master Technical Sergeants

Anderson, Cecil E.
Brigham, Leland L.

Lamusga, Egnatz P.
Akin, Lawrence B.

First Sergeants

Cruikshank, David E.
Nall, Russell E.
Kapanke, William H.
Hooper, Walter R.
Seider, Glenn O.
White, Francis L.
Carbaugh, Newton E.
Stothers, J. J.
English, Joe Adam
Snyder, Cecil D.
Thompson, Robert
Linn, Don E. (MCR)
Young, William J. (MCR)

Bryan, Alvin G.
Noonan, Arthur J.
Skowronek, Alfred
Harbrook, Michael T.
Duran, John S.
Schwalke, Joseph C.
Coppedge, Homer S.
Lidyard, Beldon
Philpott, George T.
Pottgether, Perez W.
Russell, Don
Rogers, Milton B.
Bresinski, Richard P.
Lail, Creed G.

Reeves, William G.
Oakes, George G.
Reiman, Arthur B.
Peskin, Michael
Murphy, Frank Joseph
Evans, James P.
Thompson, Grady "A"
Fagan, Kenneth J. (MCR)

Searight, William A.
Keiger, Emil M.
Nilsson, Nils A.
Spragg, William G.
Nourse, Ronald J.
Coleman, John R.
Townsend, William L. M.

Olsen, Thomas T., Jr.
Burlison, Good
Hemingway, William
Eliot
Freeman, Martin R.
Simmmons, Edward B.
Hedderly, Loren E.
Holland, Malcolm J.
McPartlin, Charles E., Jr.

Technical Sergeants

Nowack, George A.
Davison, George
Frick, James W.
Uta, Joseph W.

Jedenoff, Alexis A.
Rooney, Francis J.
Harris, James K.

Drum Majors

Sonnenberg, Walter R.

Gunnery Sergeants

Raines, Carl
Hunt, James E. (MCR)
Rogers, James Melvin
Jenson, Albert L.
Standish, Walter
Smith, Jobe F.
Shoam, Samuel L.
Clements, Broox E.

Thompson, Patrick H.
Cathy, Theodore R.
Tyson, Reuben L.
Gagner, Harvey W.
Hutchins, William M.
Hofstetter, Arnold C.
Nelson, Edward C., Jr.
Chapin, Thomas J.

Platoon Sergeants

Jordan, Harry C. (MCR)
Wood, Cecil L.
Blasingame, Heral D.
C.
Anderson, Einer A.
Miller, Francis L.
Johnson, Joseph E.
Compton, Arthur A.
Phinney, Waldo A.
Murphy, Francis James
Oliver, Charles M. (MCR)

Callis, Andrew C.
Bushe, Eugene A.
Swinson, James D.
Manning, Robert L.
Kutilek, Adolph J.
Humphrey, Frederick M.
Stockdale, Allen Frank
Lawrence, Aldwin B.
Einstein, Henry B.
Sinclair, Richard W.
Shenaut, Donald L.
Steele, Wylie M.

ARTILLERY DUTY (48)

Sergeant Majors

Wilson, Leo J.

Master Gunnery Sergeants

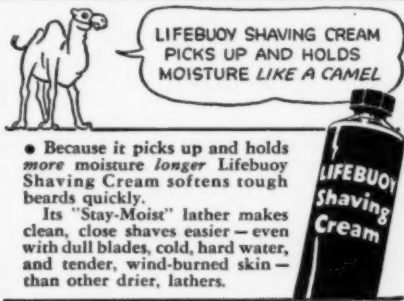
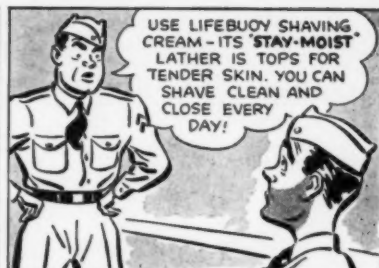
Arnold, Dorn E.
Rofe, Ward Archer

Yount, Cecil H.

First Sergeants

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Hogan, Michael J.
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Bunn, Bennie M.
Stark, Porter W.

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Barrier, Thurman E.
Tress, Marion Wesley
Miller, Otto T.
Stewart, Thomas E.
Pulliam, Maurice C.
Heger, Elmer John
Wunderly, Albert H.

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Loesch, Robert J.

Holmes, Charles A.

Platoon Sergeants

Moore, Floyd E.
Thomas, Harold J.
Emery, Donald K.
Watkins, Homer Lee
De La Hunt, Remes O.
Geiser, Gilbert J.
Anderson, Eugene
Bell, Robert A. D.
Short, Paul S.

Huddle, Lewis A.
Batson, George J., Jr.
Helmick, Albert Earl
Mugrove, James C.
Williams, George L.
Mizelle, Tracy P.
Thompson, Robert Almond

Staff Sergeants

Hanft, George J.
Gibson, Herbert S.

Parke, Edward L.

MOTOR TRANSPORT DUTY (18)

Sergeant Majors

Frey, Wendell L.
Bukowy, John J.

Master Technical Sergeants

Darner, Lawrence R.
Ludtke, Leonard

Wellman, Wilfred L.

Technical Sergeants

Barker, Lloyd F.
Kelley, Russell S.

Hayes, Ira N.
Sisal, Michael J.

Staff Sergeants

Doggett, Loy L.
Garceau, Frederick K.
Keith, Albert H.
Sutts, Ben
Jordon, Foy Ellis

Peterson, John M.
Swindler, Leland M.
Elrod, Irvin H.
Hunt, Thomas D.

AVIATION DUTY (56)

Master Technical Sergeants

Adams, Omer C.
Kyle, Clarence B.
Blackford, William C.
Pardee, Walter W.
Dogan, Hubert H.
Leeper, Raymond H.
Lewis, William C.
Wilson, James C.
Staph, William L.
Cole, Carlton G.
Wilson, William F.
Hans, Albert I.
Williams, Neal G.
Cordell, Ivy R.
Maddy, Leo S.
Burns, Robert V.
Baier, Ernest
Hobbs, Ralph H.
Orvis, Byron E.

Giles, Walter R.
Watson, William F.
Lilly, Arthur H.
Perschau, George T.
Paquin, Paul R.
Russell, John F.
Dickey, Robert L.
Whittier, William M.
Paul, Frank G.
Case, Alexander A.
Dawdy, Ollie B.
Fogerty, John F.
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Moore, Samuel E.
Wray, James M.

Staff Sergeants

Berry, Sherburne D. (MCR)

COMMUNICATIONS DUTY (25)

Master Technical Sergeants

Kilday, Albert D.
Dyer, Lawrence
Lewis, Joseph H.
Couts, Marcus J.
Gillette, Jasper J.
Taylor, William T.
McManus, George B.

Technical Sergeants

Harper, Rayburn B.
Ammons, James S.
Vernon, Robert
Kruszewski, Matthew J.
Strickland, Quillan L.
Gill, Woodrow W.

FOR TEMPORARY APPOINTMENT TO QUARTERMASTER CLERK DUTY, ADJUTANT AND INSPECTOR'S DEPARTMENT (11)

Sergeant Majors

Rasmussen, Hans O.
Grieco, Nicholas M.

Master Technical Sergeants

Parker, Howard H. Coddington, Robert E.

First Sergeants

Eden, Augustus Jack
Churchville, Francis L.

Platoon Sergeants

Thompson, Paul Frederick

Staff Sergeants

Reardon, Joseph James

QUARTERMASTER DUTY (71)

Quartermaster Sergeants

Miller, Morris Ehler
Wandt, Henry W. (MCR)
Hey, August R.
Greenberg, Louis
Murphy, Joseph F.
Titus, Allen F.
Foustel, Charles D.
Gravelle, Homer J.
Wilgus, Peter J.
Tosler, Martin W. (MCR)
Styer, Kenneth P.
Pearce, John P.
McLane, Robert B.
Dalgish, Gordon R.
Davey, Ersal D.
Taylor, Edward F.
Mullins, Ralph T.
Stepanuk, Tony
Stutts, Richard M.
Gaut, James N.

Master Technical Sergeants

McArthur, Walter A.
Curtis, Kenneth F.

Supply Sergeants

Balaban, Thomas
Cermak, Frank J.
Goodwin, Lamar A.
Laviano, Thomas F.
Hamil, James N.
Lucius, Willis R.
Waller, Clyde T.
Hardy, Harris M.
Heath, Henry Rodockway

Technical Sergeants

O'Brien, John W.
Kuhns, John W.

Staff Sergeants

Taylor, Max C.
Kay, William H.
Sorenson, Mainerd A.

FOR TEMPORARY APPOINTMENT TO

PAY CLERK (36)

Paymaster Sergeants

Huekels, Frank J. (MCR)
Steimer, William A.
Hines, Swanner J. (MCR)
Lawrence, John T.
Yale, Charles E.

Gotko, Raymond F.
Greening, Eugene E.
Ballinger, Laurence A.

Eldridge, James W.
Gibson, Cletus K.

Technical Sergeants

McMakin, William M.
Burrill, Ray M.
Richard, Merle G.
Dreyer, Earl W.
George, Reginald M.

ELIGIBLE LIST FOR PROMOTION TO MASTER TECHNICAL SERGEANT (MESS):

Dunlap, James L.
Newland, Joseph A.
Hakanson, Knut A.
Ellis, Leon M.
Swinson, Roscoe

ELIGIBLE LIST FOR PROMOTION TO TECHNICAL SERGEANT (MESS):

Traverso, Joseph O.
Faulk, Hoy R.
Owens, Thomas J.
Morgan, Raymond C.
Stefonick, Joseph S.
Koverman, Edwin F.
Garrison, Robert F.
Jarrett, Elmer P.
Whisler, Maurice
Oldham, Euell M.

ELIGIBLE LIST FOR PROMOTION TO STAFF SERGEANT (MESS):

Carroll, William H.
Mardovich, Lubo
Mallett, Steve
Becker, Simon
Hughes, Arthur A.
Faulkner, William C.
Parker, John B.
Lacy, Robert B.
Davis, Merle H.
Levy, Albert
Tanner, Louie A.
Kesler, Harry A.
Freeman, Paul H.
Ackerman, Charles F.
Simon, Ray
NeSmith, Hudnell L.
Umlauf, Edward
Burke, Richard
Kelly, Charles R.
Sheets, Charles W.
Butler, Birch A.
Boyles, Eugene S.
Knox, Ulysses G. Jr.
Kelly, Joseph E.
LaGasa, John B., Jr.
Wood, Harry
Hoffman, Raymond
Lafragiola, Bruce J.
Tarlton, Raymond M.
Ward, Woodrow W.
Meyer, Clarence A.
Watts, Julius A.
Frank, Harvey H.
Damon, Walter L.
Peters, Frank
Martin, Harold V.
Beeler, David C.
Jennings, Robert H.
Wall, Thomas J.
Krohn, Lawrence J.

ELIGIBLE LIST FOR PROMOTION TO FIRST SERGEANT (LINE):

Gordon, Joe D.
Ely, John M., Jr.
Leonard, Lonnie H.
Respass, Garland B.
Hoffman, Christian R.
LaBeaux, Wilfred H.
Barbour, William A.
Kossick, Frank
Moffett, Ira W.
Blackwood, James D.
Stevens, Harold S.
Matkin, William H.
Leard, Roy W.
LeBlanc, Joseph A.
Cadonau, Ivan M.
Martin, Kenneth L.
Snyder, James V.
White, Newton B.
Gaylord, Willie F.
Davis, Joseph E.
Cheney, William M.
Munari, Herman J.
Scott, Lawrence J.
Carollo, Frank T.
Bartholomew, Arthur F. D.
Troutman, Victor E.
Miller, Francis L.
Royce, George A.
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McDonald, Volna E.
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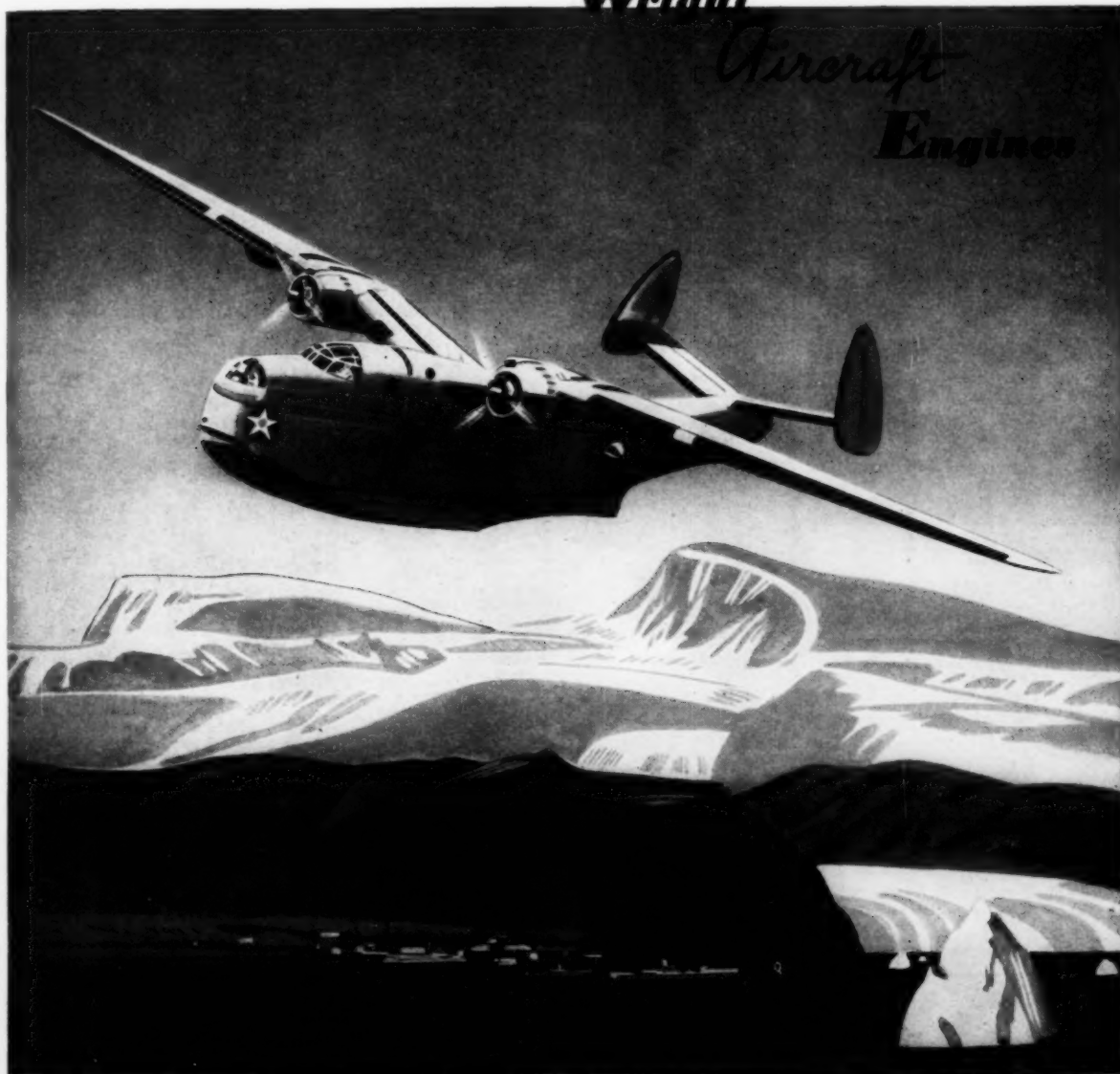
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Vickers, Jewel M.
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Neil, Jean H.
Buzhardt, Boyd
Doneson, Joseph
Betko, Clement F.
Warthen, Meade H.
Taylor, Claude S.
Carlson, Allen
Livingston, Anthony W.
Taylor, Roscoe W.
White, Charles T.
Beck, Benjamin E.
Fowler, William D.
O'Dare, Glen C.
Grimes, William T.
Blanchard, Joseph E.
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Ashley, Isaac V.
McKenzie, Rufus A.
Menner, Eric M.
Vroblecky, Anthony J.
McAdory, Angus H.
Compton, Otto
Young, James K.
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Mazurek, Norman
Hald, Anger
McCrory, Gordon J.

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Snyder, Walter L.
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Healy, Francis E.
Murray, David H.
LaForest, Carroll
Sharit, Garnett A.
Kachler, Ernest C.
Abbott, John O.
Baier, Edward M.
Schroeder, Henry L.
Steen, Allen T.
O'Brien, Willard M.
Erickson, Carl C.
Elliott, George F.
Schubel, Charles H.
Wolczak, Stanislaus M.
Alspaugh, Walter L.
Folsom, Allison G., Jr.
Taylor, Charles H.
Whitlock, Claude L.
Lilly, Willard S.
Chapman, Leland L.
Beck, Parker B.
Shelnett, John C.
Ray, Clifton H.
Rapson, Herbert N.
Preysa, Louis R. F., Jr.
Letellier, Lawrence J.
Hapenny, Charles W.
Haynes, Orvil R.
LaPointe, Russell S.
Stiles, Otto G.
McCracken, James S.

Wilson, Arthur F., Jr.
Everett, Francis C., Jr.
Teklinaki, Henry S.
Collins, Jessie K.
Shoemaker, Arthur L.
Hall, Jack Q.
Hiller, Emmett R.
Lusk, Glenn W.
Clancy, William S.
Anderson, Orville B.
Hicks, Thomas R.
McCorquodale, Lewis C.
Jackson, Paul A.
Green, Harry "B.", Jr.
Stanley, Vernon I.
Wells, Robert W.
Farrah, William T., Jr.
Weed, Robert W.
Martello, Salvatore F.
Bowers, Jasper L.
Woodward, Ray, Jr.
Speer, Emery
Carter, Noah B.
Gibbon, Theodore E.
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Rubenstein, Solomon
Murphy, George C.
Callman, Ira J.
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Sgt. Harry G. Torbett—to Quantico.
Sgt. Warren A. Davies—to Quantico.
Corp. Edward E. Rouser—to Quantico.
Corp. B. Welch—to MB, Wash.
Sgt. Earnest E. Walsh—to MCB, San Diego.
PlSgt. Rufus A. McKenzie—to Parris Island.
GySgt. Henry A. Jacoby—to MB, Quantico.
Corp. Lawrence M. Conway—to MB, Mare Island.
Corp. Henry Menke, Jr.—to NSD, Oakland.
Sgt. Fergus W. Manuel—to Parris Island.
Corp. Tommy J. Ridgell—to MB, Quantico.
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Corp. William A. Simms—to 1st MAW.
StfSgt. Herman R. Kirby—to Quantico.
StfSgt. Francis J. Miller—to Quantico.
Sgt. Edwin D. King—to Quantico.
QMSgt. John C. Mastny—to Quantico.
Sgt. Donald E. Hawk—to Quantico.
Sgt. Eddie L. Daniel—to Quantico.
Sgt. Francis X. Vogel—to Quantico.
Corp. James A. Tarro—to Parris Island.
Corp. Robert D. Wallace—to Parris Island.
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1stSgt. Philip R. Hade—to Quantico.
Sgt. Morris E. Robinson—to MB, Wash. NYd.
Corp. Edward M. Ashodian—to Quantico.
Corp. Robert J. McClure—to Quantico.
Sgt. Robert A. Short—to Quantico.
Sgt. Robert H. Calihan—to MB, Quantico.

Crouch, Joseph P.
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Corp. Edward F. McKew—to MB, NYd, Phila.
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StfSgt. Jack Bilow—to MB, Wash., D. C.
Sgt. Thomas E. Doggett—to MB, Wash., D. C.
Sgt. Stanley D. Kops—to MB, Quantico.
Sgt. Samuel Head—to SRD, RD, of Raleigh, N. C.
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Stg. Eugene Spear—to San Diego.
Sgt. John R. Luck—to Quantico.
Sgt. Alvin J. Jensen—to Pensacola.
Sgt. Ernest G. Warrick, Jr.—to Pensacola.
Corp. John L. Milby—to Pensacola.
Corp. Rue D. Minor—to Pensacola.
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Corp. Mike Hamrick—to MB, Parris Island.
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TSgt. Robt. H. Fore—to 2nd MAW.
Corp. John M. Bogart, Jr.—to Indianhead.
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Corp. John M. Talbot—to Glenview NRAB.
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Corp. Harold C. Lakes—to Parris Island.
TSgt. Lloyd L. Salter—to Quantico.
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Corp. Ralph P. Ackerman—to MB, NAS, Pensacola.
Corp. Kenneth J. Briggs—to MB, NAS, Pensacola.
QMSgt. Robert Hill—to MB, Quantico.
Corp. David F. Franklin—to MB, NMD, Yorktown.
Sgt. David A. Dixon—to MB, NAD, St. Julian's Creek.
Corp. Harold G. McKenna—to Iona Island.
Corp. Joseph B. Milligan—to MB, NMD, Yorktown.
Corp. Thomas J. Hartman—to MB, NPF, Indianhead.
Corp. Vincent E. Williams—to MB, NAS, Quoset Point.
Corp. Bernal C. Hume—to MB, SB, New London.
Corp. William W. Wynnky—to MB, NOB, Norfolk.
Corp. Mansato Capra—to Quantico.
Corp. Guy E. Selfridge—to Quantico.
Corp. James W. Brien—to Quantico.
Corp. Bruce Spencer—to MB, Quantico 1st MAW.
Corp. Ralph L. Rose—to Pensacola.
Corp. Benjamin Smith—to Dunedin.
Corp. Richard E. Woodside—to MB, NYd, Portsmouth, N. H.
Corp. Charles J. Ziegler—to Pensacola.
Corp. Thomas J. Lewis—to Dunedin.
Corp. Geo. F. Scott—to Lakehurst PTT.
Sgt. Winfree Chaney—to Quantico.
Sgt. Clifford L. Carroll—to 1st Div.
GySgt. Faustina E. Wirkus—to MB, Quantico.
Corp. David J. Collins—to Dunedin.
Corp. William A. Lindsey—to Jacksonville.
Corp. Claude S. Sutherland—to NBO.
Corp. Niel A. Weathers, Jr.—to MB, Quantico.
Corp. Pasquale A. Della-Vecchia—to MB, Parris Island.
Corp. Richard E. Uetz, Jr.—to Parris Island.
Corp. Frank Costabile—to Parris Island.
Sgt. Reuben C. Pounder—to Parris Island.
Sgt. Woodrow W. Ezell—to Parris Island.
Sgt. James J. Dougherty, Jr.—to Parris Island.
Corp. Charles E. Veach—to BAD-2.
StfSgt. Lloyd D. Harley, Jr.—to 1st Div. FMF.

THE LEATHERNECK

GySgt. Alfred L. St. John—to USS "Wasp."
Corp. Albert Hartman—to Quantico.
Corp. James Newell—to NBD, New York.
Corp. James L. Sizemore—to CRD, Cincinnati.

PROMOTIONS

TO SERGEANT MAJOR:

Seyler, William
Worhef, Leonard E.
Smith, Meri S.
White, William
Beden, Joseph W.
Booper, Walter R.
Buer, James W.
Karnier, John D.
Glaser, Carl H.
O'Neal, Lawrence E.
Rubenstein, Louis
Sedlak, John J.

TO MASTER GUNNERY SERGEANT:

Raines, Carl
Radder, Harry E.
Harris, William B.

TO MASTER TECHNICAL SERGEANT:

Woyshner, Paul
Styer, Kenneth P.
Tomlinson, Roy M.
Odom, Eugene H.
Matchett, John W.
La Rocque, Arthur N.
Landry, Frederick A.
Harris, Waldo (AVIA)

TO QUARTERMASTER SERGEANT:

Cermak, Frank J.
McCabe, Joseph P., Sr.
Reedy, Leo J.

TO FIRST SERGEANT:

Schneider, Robert L.
Hamilton, Edgar S.
Handalik, Lawrence C.
Adams, Paul
Burnett, William L.
Fluharty, Harry R.
Anderson, Allan C.
Brown, Clarence E.
Lepping, George E.
Rust, Edward S.
Ware, Anderson C.

TO TECHNICAL SERGEANT:

Abernethy, Paul G.
Nantais, Joseph (QM)
Sisal, Michael J. (QM)
Nigg, Jacob W. (QM)
Haver, Sheridan P.
Grill, Frank (MESS)
Keith, Albert H. (QM)

TO PLATOON SERGEANT:

Patterson, Dennis K.
Placinsky, Edward S.
Pumroy, Howard D.
Reilly, Edward S.
Ryckman, Emmett E.
Shope, Frederick, A., Jr.
Holman, Robert J.
Guilbeau, Charles R.
Grimes, Virgil R.
McKain, George E.
Parker, William G.
Price, Lloyd E.
Shealy, Clyde W.
Thraak, Archie L.
Aldis, Gary
Angers, Charles J.
Ansd, Albert J.
Ballard, Thomas P.
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Bond, Ned
Breneman, Gerald W.
Brunnett, Ceasar
Bray, Albert M.
Bryant, James
Camp, Lewis J.
Antidormi, Ralph R.
Armentrout, William P.
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Bodeker, Edward H.
Boucher, Sylvester
Bartnett, Leroy V.
Cameron, Troy
Campbell, Alan M.
Campbell, John H.
Mills, Roy W.
Moore, Andrew C.
Morton, Douglas K.
Savolanic, Joseph G.
Seilane, Herbert H., Jr.
Kelly, Max R.
Kirby, Johnnie A.
Kudrick, Francis W.

Laphuska, John
La Plante, Ervin E.
Doxey, Donald T.
Drummond, George A.
Falla, James
Fellner, William

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Hilton, Harold F.
Hoover, James L.
Isdell, Charles J.
Isbicki, Anthony F.
Jennings, Virgil
Johnson, Loren M.
(QM)
Ausman, George E.
(MESS)
Brown, John M., Sr.
Deegan, Edward F.
Green, Preston M.
Lewandowski, Henry J.
Brandon, John "W."
Riley, James M., Jr.
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Ream, R. G. (QM)
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Urone, Peter V.
(COMM)
Campbell, Andrew Jr.
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Darnell, James B.
(QM)

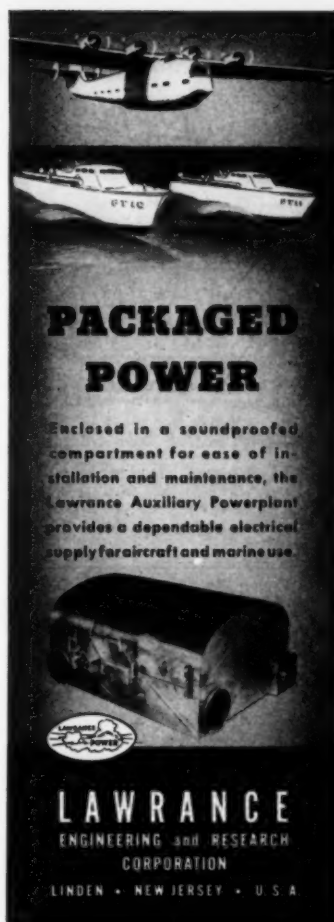
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(LINE)
Hays, Olene (LINE)
Henderson, James M.
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Hill, John B. (LINE)
Hospodar, Paul S.
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Hosa, Charles (LINE)
Huffman, William C.
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(SHIP)
Johnson, Bille J.
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Johnson, Richard B.
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Lair, Eugene B., Jr.
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(SHIP)
McQuilliam, Charles P.
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Elrod, Irvin H. (QM)
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Brunson, Joseph B.

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